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25, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1846

May 24, 1920, Temperature 77.

Rainfall: 0.00 inch.

Humidity 94.

May 24, 1920, Temperature 77.

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號四廿月五年十二百九千一英

HONGKONG, MONDAY, MAY 24, 1920.

日七初月四申庚年九百九千一

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BUSINESS NOTICES

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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

UNREST IN IRELAND.

LONDON, May 20th.
An interesting new development in the Irish situation is reported from Dublin. English shockers have refused to load munitions for Ireland, and Irish transport-workers have decided not to unload any munitions arriving. Two shipments of munitions are expected in Dublin from England.

LONDON, May 20th.
Following the shooting of the police sergeants at Limerick, large forces of troops and police took possession of the streets. The townspeople boomed and hissed. It is stated that the military of the police at one point fired on the crowd. A man was killed and several wounded, including an old woman and a child.

LONDON, May 20th.
In the House of Commons, Sir Edward Carson, speaking regarding Ireland, said there was ample evidence that the situation of affairs was a part of the propaganda now being carried on in Egypt and India, and of which the chief officers were in New York. The directors of the campaign were not animated by any desire to help Ireland, but from hatred they were working to destroy the British Empire. Whether it was for Germany or not, a great part of the funds for the movement came from America.

Sir Denis Henry, the Attorney General for Ireland, describing the military measures, said that the Chief Secretary had now cavalry into the castle-driving districts of Roscommon, Galway and Leitrim, resulting in 70 prosecutions for illegal driving. A good number of convictions had already been obtained. In some districts, the constabulary on duty was strengthened by the presence of three soldiers in full fighting kit.

The House adjourned until June 1st.
LONDON, May 20th.
Today's news from Ireland shows how the Military and Naval forces are reinforcing the constabulary. A flying column of the Seventh Hussars has replaced the police patrolling the mountainous district near Dublin, while a detachment of the Naval Brigade has arrived at Skibbereen with three guns and wireless equipment for the police barracks. The Military are occupying the neighbouring police barracks at Glenties.

Stories of outrage and murder continue to be received. The latest include the shooting with a revolver of two constabulary sergeants in Limerick Street. One, with 30 years' service, was killed. The other, an ex-army officer, was dangerously wounded. The assailant escaped at dusk.

Dublin Castle has promulgated a court martial sentence of 16 weeks' imprisonment on an Sinn Féin leader for being in possession of a dangerous weapon, namely, the Irish Volunteers' official organ.

LONDON, May 20th.
The Irish Unionist Alliance meeting at Dublin passed a resolution against the Home Rule Bill as betraying the loyalists and the highest interests of the Empire.

LONDON, May 20th.
The Belfast Chamber of Commerce has issued a statement on the financial provisions of the Home Rule Bill. It contends that the Irish contribution to Imperial expenditure should not exceed £5,000,000 instead of £10,000,000. It proposes that South Ireland should contribute 75 per cent and North Ireland 25 per cent.

FRENCH STRIKE MENACE.

PARIS, May 16th.
A Havas message says:—
In France most strikers have now returned to work. The strikes may be regarded as at an end. They have degenerated into a family quarrel among the Unions belonging to the General Confederation. The men have now gained a clearer view of matters by the conviction that they have been misled by revolutionary agitators.
Tumultuous scenes took place in the Chamber, arising out of the Royalists' interpellation regarding the strikes. The President suspended the sitting after half an hour's pandemonium.

GOVERNOR'S YETI.

ALBANY, May 20th.
The Governor has vetoed the six anti-sedition bills passed by the State Legislature largely as the result of the trial of Socialist members who were excluded from the House of Representatives.

HUNGARIAN TREATY.

AMSTERDAM, May 19th.
A message from Budapest states that Hungary has decided to sign the Peace Treaty owing to Rumania, Jugo-Slavia and Czechoslovakia agreeing to co-operate against Hungary if she refused.

BUSINESS MEN CONFERENCE.

NEW YORK, May 20th.
The Associated Press Paris correspondent in Paris says among the chief aims of the conference of the leading business men in the United States, Britain, France, Italy and Belgium, which will be held in Paris in June, are the establishment of an International Chamber of Commerce largely staffed by experts at the Headquarters at the seat of the League of Nations.
Dr. John H. Fahy, a Bostonian, who is chairman of the Organisation Committee, has arrived with the delegation of the United States' representatives. The total international delegates number 600. The conference will discuss the most vital economic points.

MILKMEN'S STRIKE.

NEW YORK, May 20th.
There is a general strike of milkmen in New York owing to the dismissal of Union employees; but hospitals and similar institutions will be supplied.

FAR EASTERN CABLE NEWS.

[BY COURTESY "HONGKONG DAILY PRESS."]

CHINA'S REPLY TO JAPAN REGARDING KIAOCHAO.

PEKING, May 23.
After considerable hesitancy, China's reply to the Japanese note, regarding the retrocession of Kiaochow, was delivered on Saturday afternoon. The reply welcomes Japan's expressed declaration to return Kiaochow, but states that there is no need for negotiation on the subject.

China declines to open negotiations, because China is not a signatory to the Peace Treaty with Germany; also because with a view of soothing public opinion it is essential that during the present crisis the Government should not take any step against popular wishes. Therefore, the Chinese, in a most friendly spirit, must refuse to enter into direct negotiations for the time being.

ITALIAN AIRMAN LEAVES FOR TOKYO.

PEKING, May 23.
Ferrarin departed from Peking at 9 o'clock this morning. He circled the city and headed for Kowloon en route to Tokyo. The Italian Legation bade him farewell.
Masiero, the second Italian aviator, leaves on Monday for Tokyo.

PUBLIC RAFFLES.

NEW ATTITUDE OF GOVERNMENT OF INDIA.

One or two recent decisions by the Commissioner of Police, who has evidently been acting under instructions, seem to indicate, says a correspondent in the "Englishman", that the local government has made up its mind to put a stop to the public raffles which are in Calcutta such a favourite and successful means of making money for charitable purposes. The usual procedure is to offer one or two large prizes, taking the form of motor cars and the like and a host of small prizes, and to sell as many one rupee tickets as possible. Where the raffle has been well organised and properly pushed the sale of tickets exceeds the value of the prizes offered by a very large sum, which, of course, goes to the charity concerned.

In the past several of the Catholic educational charities in Calcutta have relied almost exclusively on this method of meeting their deficits. The raffles are generally drawn in connection with the Fancy Fair held at the Zoological Gardens on January 1 every year, but books of tickets are prepared months beforehand and distributed amongst people who in turn dispose of them to the public at large. Although there may have been isolated cases in which persons with books have stopped people in the streets in order to sell tickets, on the whole the distribution and sale of tickets has been carried on very quietly, and it would be a gross exaggeration to say that these raffles are in any sense a public nuisance. Why then has the Government decided to put an end to them?

It is possible that in a certain sense the sale of raffle tickets to the public at large comes within the legal definition of gambling or gaming, but reasonable, practicable and practical men know that the law ought not to be strained. These raffles have been going on for a number of years and no one has hitherto objected to them on any ground of public morality. Indeed in the case of the Catholic institutions such a ground is obviously absurd, for the raffles are not only sanctioned by but are organized by the clergy, who may be presumed to know more about what is pernicious and what is not than legal-minded laymen.

However, the point is that according to the law the raffles we have mentioned are going to be prohibited, and the charities concerned, and therefore, faced with the prospect of large deficits in the near future, will the Government find the money? It ought to, for the Government there would be no deficits, and secondly, because in any case the Catholic educational institutions serve a large and useful purpose in Calcutta, and the crippling of their activities would be a great evil.

DIVORCE LAW REFORM.

WOMAN NO LONGER A "CHATTEL".

Sir Edward Marshall Hall, K.C., addressing the members of the Aldwych Club on the law of divorce, observed that the priest's who laid down the doctrines regarding marriage were celibates and of alien religion. At this moment, presiding over our Divorce Court and delivering elaborate judgments, was a judge who happened to be a bachelor, and, added Sir Edward, "I know no one who displays a more intimate knowledge of the necessities of married life than does the judge who adverts that bench." (Laughter.) After referring to the question of the religious sanction of marriage, he went on to say it was obvious that there must be some reform in our divorce law. Three classes of people were concerned in the agitation that had been carried on for many years for reform. One class said that marriage could only be dissolved by death, and two most eloquent exponents of this were Lord Bryce and Lord Phillimore. While he respected deeply their feelings, it was impossible to hope that any argument would ever induce these people to abandon the position they took up. Another class went so far as to say that marriage was a moral contract soluble at the instance of the contracting parties, subject to certain safeguards; and an intermediate class, who, while not believing in divorce as a right, admitted that, with a state of society such as ours, misconduct in certain circumstances should be punished. The first party he regarded as hopeless so far as argument is concerned, and in the second he placed himself, although he doubted whether they would be able to get a Legislature to go as far as they wanted. Once, however, we had admitted that marriage was soluble, we admitted the thin end of the wedge, and the only question was how thick the wedge ought to be.

We had to consider the real human needs of to-day, and one point that had not been sufficiently emphasised was the entirely altered position of the woman. In theory, of course, she was still a chattel, but she was not a dead chattel; she was a chattel with a good deal of life. (Laughter.) With her vote and with the protection of measures such as the Married Women's Property Act, it was obvious that in dealing with the marriage question woman could no longer be looked upon as an unprotected servile chattel, the property of her husband. She was an independent entity whose rights must be considered. And now a woman's property was her own, there were certain unpleasant liabilities that attached to men which should be reconsidered. A man was liable at law to maintain his wife and his children, but the wife had no such liability. Further, if a woman did not choose to live with a man, under certain conditions, he must give her one-third of their joint incomes for the rest of her life; and Sir Edward did not hesitate to say there had been many marriages contracted in this country where the sole object of the woman had been to get married and to do as little as she could to fulfil her marital obligations, but to secure the best allowance she could while not living with her husband. There were many people married to-day who never lived together, and the husband supported his wife in affluence. Marriage might be, and is often, the most immoral relationship in the world; men and women who were married and could not get a divorce, because both had committed misconduct, lived together in circumstances which filled one's mind with disgust. Or there was the case of a wife fond of another man, yet remaining with her husband simply because she was dependent upon him. That state of things ought to be removed. The new bill did seek to remedy many of the existing evils, but did not, he thought, go far enough. The real question at the basis of the trouble we had with regard to marriage was found in our antiquated laws. No country had the same stringent laws in this respect as ours. A woman married a man, and she had a child a few hours before the ceremony. That child belonged to the man she married, but no power on earth could make it legitimate according to our laws. Yet a child born just after marriage could be regarded as legitimate. After a professional experience of over thirty-seven years, Sir Edward found, he said, that a very large proportion of the unhappy marriages were traceable to the fact that to avoid illegitimacy two people married, who otherwise would not have done so, and he urged strongly that our laws relative to illegitimacy ought to be remodelled.

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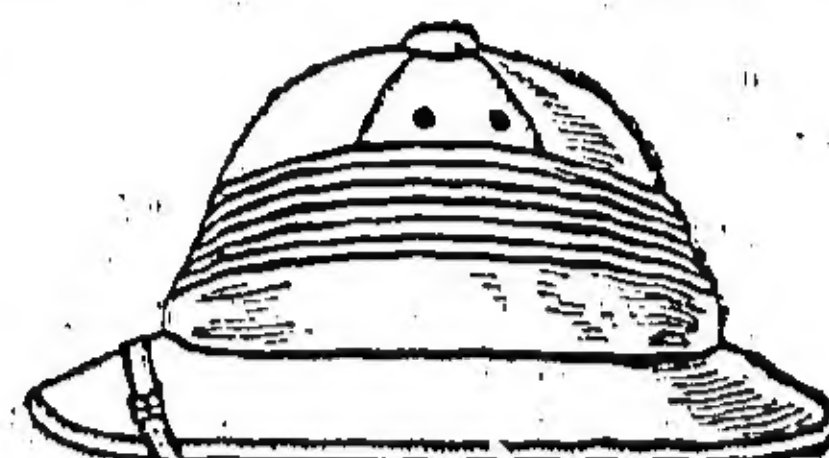
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NOTICES.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS
Public Auctions

The Undersigned have received instructions to sell by Public Auction, on

TUESDAY, May 25, 1920,
commencing at 11.30 a.m.
at Messrs. Kin Tai Loong's Godown,
West Point.
2,000 Bags No. 1 Tonkin White
Rice.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 21, 1920.

on
TUESDAY, May 25, 1920,
commencing at 3 p.m.
on the Reclamation near Blackhead
Point, (Kowloon).
(For Account of the Concerned),
1520 Bales HEMP.
(more or less damaged by smoke &
water).
On view now.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 21, 1920.

on
WEDNESDAY, May 26, 1920,
commencing at 11 a.m.
at their Sales Rooms, Duddell Street.
839 Bags Castor Seeds.
On view now.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 21, 1920.

on
WEDNESDAY, May 26, 1920,
commencing at 2.30 p.m.
at No. 46, Lyndhurst Terrace,
A Quantity
Valuable Household Furniture,
Comprising:—

Teak hatstand, plush covered draw-
ing room suit, fine engravings, water
colours, occasional table, bronze figures,
brass flower pot, brass & brass mounted
fenders, white lace curtains, carpets,
rugs, etc., etc.
Teak extension dining table, dining
chairs, teak sideboard with bevelled
mirror, teak dresser, wicker, marble
clock, leather covered armchair, teak
overmantel with bevelled mirror, brass
electric standard lamp, electric fittings,
etc., etc.
Glass, Crockery and Electro-plated
ware, Household linen, etc.
Double brass bedsteads, teak double
wardrobes with bevelled glass doors,
teak marble top bureau, marble &
tiled washstands, ladies' desks, uphol-
stered couches and easy chairs, toilet
crockery, Japanese silk embroidered
screens, etc., etc.
Bathroom, Pantry and Kitchen
Requisites.

Also
A Fine Selection of Canton
Blackwood Ware,
Comprising:—
Marble top and round tables,
armchairs, flower stands, stools, etc.
And
Two Kastner Autoplanes, (Planes
by Rachals)
One Cottage Piano by Farrell &
Goudge.

Five electric ceiling fans,
Four electric table fans,
One enamelled bath,
One "Baldwin" Refrigerator,
One Chubb's Combination safe,
On view from Monday, the 24th,
May 1920.

Catalogue will be issued.
Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hongkong, May 17, 1920.

FOR SALE.

One Complete Set of 25 Volumes
of ENCYCLOPEDIA BRITANNICA
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LAMMERT BROS.,
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A COMPLETE AERATED WATER
PLANT FOR SALE.

The Machines are made by Messrs.
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CATALOGUES and ALBUMS
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GRACA & CO.,
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JAPANESE MAKERS.

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CHERRY & CO.,
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Telephone No. 491.
Hongkong, March 20, 1914.

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THERAPION NO. 1
THERAPION NO. 2
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No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.
No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Gravel.
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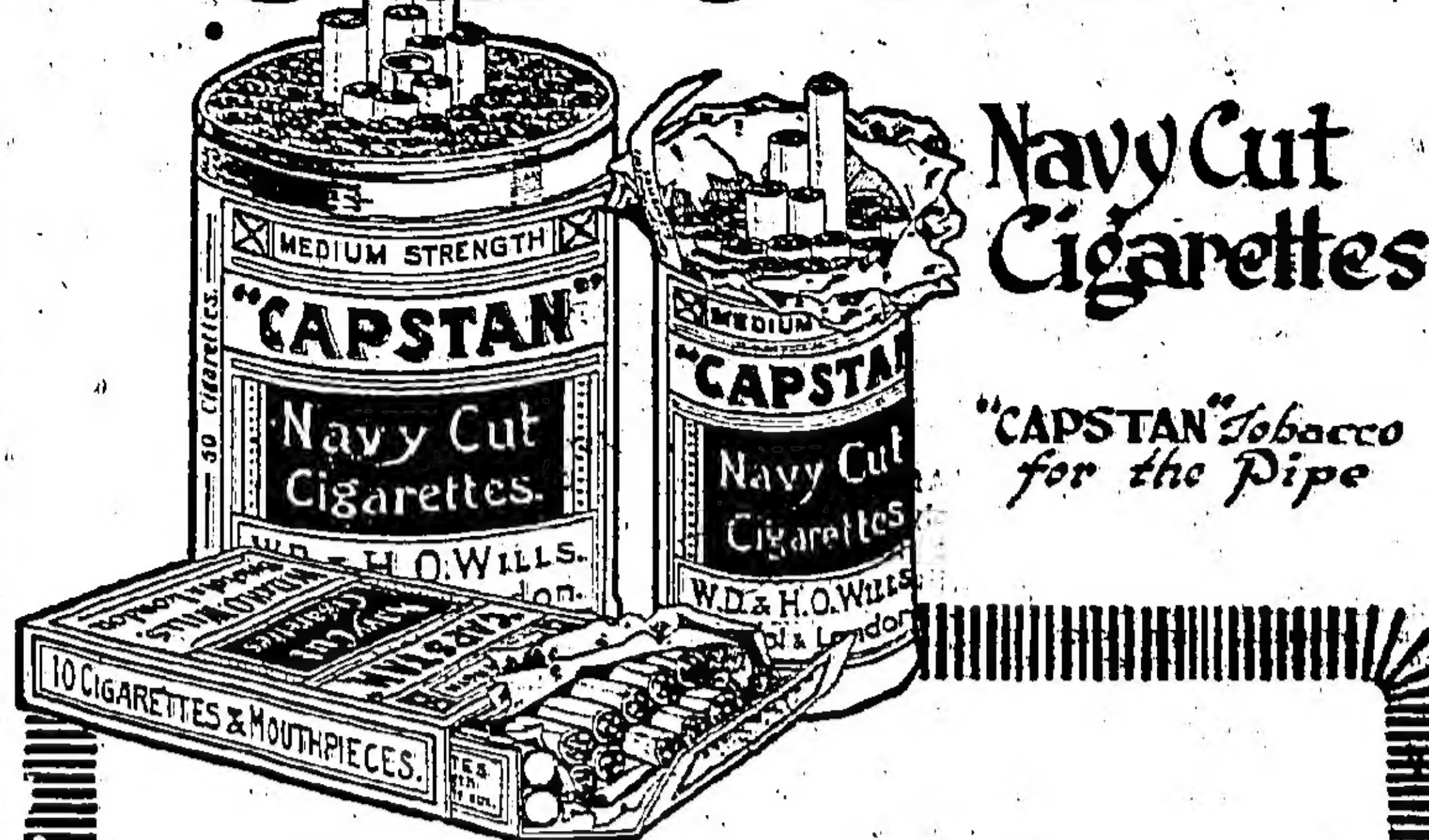
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work quickly and our charges are
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CIGARETTES.

ALSO—
MAGNUMS
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INCREASED SHIPBUILDING
URGED.

**STATES NEEDS 12,000,000 TONS
OF OCEAN SHIPS.**

According to mail advices from
Washington, Mr. John H. Rosseter,
president of the Pacific Mail Steam-
ship Company and formerly Director
of Operations of the Shipping Board,
testified before the Senate Committee
on Commerce that Congress should
act at once if the United States is to
seize its opportunity in shipping.
Among steps that should be taken,
he recommended building of addi-
tional vessels to round out the fleet
and passage of conservative legisla-
tion to encourage private ship
concerns.

One of the principal points of his
testimony was that the United
States needs 12,000,000 deadweight
tons of shipping for transoceanic
service, including a fair percentage
of cargo liners, capable of carrying
both freight and passengers. He
said that while there is more tonnage
in the world now than in 1914, this
is only 50 per cent. efficient. It will
be several years at least before the
shortage in ship service is overcome,
and during this period the country
must consolidate its position, he
stated.

OPPOSED TO REBATE GRANTING.
Mr. Rosseter appeared before the
committee at the request of Senator
Jones to amplify views expressed in
a letter submitted at the beginning
of the hearings. Among the features
which should be included in legisla-
tion, he said, are laws denying entry
to U.S. ports to ships granting
rebates, and also a law permitting
foreign-built ships which came into
coastwise trade under the United
States flag during the war to remain
in this service. About 150 vessels
came under this status, he said.

In legislating against foreign con-
ference agreements, he urged that
the authority should go even further
and be applied against interlocking
directorates.

Mr. Rosseter stated that the ruling
of the Treasury Department that only
three per cent. a year can be charged
off the value of a ship's depreciation
for the purpose of estimating taxes
is a severe blow to U.S. shipping.
He pointed out that the Shipping
Board allows ten per cent. a year,
and that other countries are more
liberal than the United States.

WANTS WOODEN SHIPS SOLD.

"The wooden ships owned by the
Government," said Mr. Rosseter,
"should be sold to any purchaser at
a price as low as 50 dollars a ton.
Congress should determine this so
that buyers will not hold off expect-
ing a reduction." The difference in
cost should be written off as a war
loss. Not more than one-third of

the smaller steel ships of less than
4,000 deadweight tons should be
sold to foreign companies. Many of
them can be used in the coastwise
trade and as feeders abroad for the
regular lines. The Lake type ships
are efficient and useful.

In urging that the Government
should build more ships to round out
the programme, Mr. Rosseter said
that cargo liners should be construct-
ed. The Government might spend
80,000,000 dollars, to 100,000,000 dol-
lars, he stated, and pay for the
vessels out of revenue. He predicted
that such ships would be sold with-
out difficulty, and that there would
be no loss to the Government.

In a reply to question from Senator
Jones, the witness expressed the
opinion that the Shipping Board could
dispose of a fleet of 12,000,000 tons
within three years if the terms of
payment are made easy and ship-
owners are encouraged by con-
servative legislation. One reason
why American firms did not enter
shipping in the early part of the war
on as large a scale as other nation-
alities, he said, was that this country
has never held out encouragement to
ship companies.

Several Senators inquired why pas-
senger routes have not been estab-
lished more rapidly, referring to the
use of the small steamer "Moccasin"
in the South American route.

COMMERCIAL NEEDS DISREGARDED.
"There has been constant turmoil
and strife with the War Department
on releasing the poor ships instead
of the good ones," said Mr. Rosseter.
"The army may have saved a little
by retaining the better ex-German
ships, but officials there have con-
stantly disregarded our commercial
needs."

Pending the sale of the ships by
the Government, Mr. Rosseter said
that attention would have to be given
to the establishment of new routes
and ports. In this connection he
approved the sections of the Jones
Bill covering this point.

In his letter to the committee Mr.
Rosseter said that the new 17-knot
passenger ships should not be sold
for the present, but should be alloca-
ted to private operators to develop
new routes. He urged retention of
tankers also for a few years.

Mr. Rosseter said that while he
has been an enthusiastic advocate of a
building programme to balance the
fleet, he must now qualify it by say-
ing that it would depend upon con-
structive legislation by Congress. He
said that the United States should
have liner cargo ships of 10,000 to
14,000 tons making at least 13 knots.
None of this type is now under con-
struction, he said. He agreed with
Senator Nelson that most of the trade
of the world is carried in tramp
vessels, but said that the tendency is
in the other direction and that greater
profits have been made in the last
ten years by vessels on regular lines.

Mr. Rosseter's view was that this
country should have a fair proportion
of liners.

SILVER IN BENGAL.

AN INTERESTING DISCOVERY.

Calcutta, April 22.—It is reported
that in demonstrating the value of its
parent process, the Universal Ore
Crushing Company, Ltd., has dis-
covered a silver lode in Bengal close
to the Tata Iron and Steel Company's
works. It is a reef 7 feet thick,
which, developed, shows a length of
1,000 feet for the present and a depth
of 20 feet with an average of about
200 ounces of silver per ton and also
some gold.

Calcutta, April 24.—The managing
agents of the Universal Ore Crushing
Company, interviewed, said: "The
silver lode has been found in the
Singhbhum district, about 167 miles
from Calcutta. The managing agents
hope to get to Calcutta 2,000 ounces
of silver to start with. Early in May
the output will be increased every
week, and it is anticipated that Rs.
45,000 worth of silver will have been
brought to Calcutta from the mines by
the end of May."

SIGNS THAT SEEM SERIOUS

Often due to a Simple Cause.

The debility, nervousness and distress
which inevitably follow when the blood
becomes thin often lead the victim to
believe that he is suffering from a serious
organic malady. Heart failings, a
nervous cough, and indigestion are com-
mon symptoms in cases of thin blood or
anemia. Such symptoms are apt to
frighten the sufferer into the belief that
there is something radically wrong with
his heart, lungs or stomach, and the
ensuing worry only serves to further
reduce his vitality.

Generally, what is needed at such time
is a blood-builder that will tone up the
 impoverished blood. Once the blood has
been restored to strength it will carry
vitality to every part of the body, and
the patient will be surprised to find that
his heart again becomes normal and the
rebellion of the stomach stops.

Dr. Williams' pink pills contain the
elementary necessary to make new blood
and, as the nerves depend upon the
blood for nourishment, it follows that in
a wide range of diseases of the blood
and nerves Dr. Williams' pink pills have
been found invaluable, including cases
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JUMPERS.

EXCELLENT RANGE TO
CHOOSE FROM.

ACKNOWLEDGMENT.

Inspector Gordon begs to tender his heartfelt thanks for the many kind expressions of sympathy and condolence, and specially thank those who sent floral tributes during his recent sad bereavement.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, MONDAY, MAY 24, 1920.

IRELAND AGAIN.

There does not appear to be much usefulness in discussing the Irish question just now, the way things are, but it is difficult to dismiss it from our thoughts. Every day we are regaled with some fresh atrocity, not always Shin Fane, and upon the ruins of our mind's eye begins to develop a picture of an impossible Ireland, where Orangemen and Catholics pass each other in the streets in the manner of dogs and cats, where soldiers and machine guns stand at every corner, where business has stopped, and where nothing is so likely as an outbreak of sanguinary civil war. These are the pigments with which Ketter paints; but happily things are not so hopelessly bad as they are pictured. We gather that they might be worse, bad as they are. There is one Irishman—an Ulsterman at that—who is said to possess the confidence of Dominion Home Rulers, of Unionists, of Nationalists, and of Shin Fane alike. This is George Russell, writer and mystic, better known by his pen-name of "A.E." He is against the partition of Ulster from the rest of Ireland, because it would disturb the industrial and agricultural equilibrium of Ireland. It is something to learn that there is any such equilibrium, and it is the illuminating quality of his statements that makes it worth while to say anything at all just now. It is interesting to be told that the chief obstacle to reconciling Ulster has gone with the wiping out by Shin Fane of the Ancient Order of Hibernians. We had not heard that this had been done, but we believe "A.E." and we take his word for it, that the A.O.H. was the thing most objected to by Ulstermen. As an Ulsterman he ought to know, especially as he happens to be such a knowledgeable man. He believes, what Englishmen of the Tory persuasion will con-

sider unbelievable, that Irishmen can be made to agree on Dominion Home Rule, once the vote-sellers in England can be persuaded to consent to it, as a way out of their present impasse. He believes so because they actually are working together now. He says: "In the co-operative movement 115,000 farmers, including Orangemen, Sinn Feiners, Nationalists, and Unionists, are working faithfully and amicably together. A member of the Sinn Fein executive, Father Flanagan, sits opposite an Orangeman, one of the covenanters, in that movement, where all politics are barred. The society in Cavan, rue Sir Horace Plunkett, founder of the society, at the railway station with combined Orange and Nationalist funds. We often have Protestant rector and Catholic priest as president and vice-president of the co-operative society, each of them often proposing the other."

One of the pet arguments at Home against Dominion Home Rule for all-Ireland was that Ulster was a bigger producer than the rest of Ireland. This, in the absence of information to the contrary, was plausible enough; but here we have an Ulsterman admitting that it simply isn't true. "A.E." says that agricultural Ireland produces about three-fourths of the wealth of the country and that largely Nationalist Ireland. In eggs, poultry, etc., the national balance sheet shows about \$50,000,000. In that sheet the shipping of the north shows \$50,000,000. Furthermore, not five per cent. of imports were necessary in the production of that agricultural amount; but the shipping needed quantities of steel, coal and iron or partly manufactured articles for its production. In linen, the same holds largely true. The amount of new wealth created is, as a matter of fact, much less in Ulster. This is a question of fact, not sentiment. "Another point," he continued, "Ulster claims that she has to pay most of the duties on dutiable articles is paid at the port of Belfast, whence the goods cover the country, the rest of Ireland helping to pay the duties in the cost of the goods. Of course, nobody denies that Ulster is a magnificent producer—as an Ulsterman I am proud of her—but the so-called easy-going south is not behind in production."

That is illuminating, is it not? He went on to say some things about Shin Fane that should come as a great surprise to those of you who have been taught to think of Shin Fane as a heterogeneous body of cut-throats and criminals.

There are two groups inside Sinn Fein," he says. "The capitalist group and the 'democratic' group. The former want an Ireland of mills and factories as in England; the latter, the co-operative Ireland. About three-fourths of Sinn Fein favour the latter, and Irish labour has also accepted the co-operative idea. The Unionists of the north are just as strong co-operators, and this, in my opinion, is one of the finest bonds of north and south. Sinn Fein, through their minister of agriculture, Mr. Barton, have started a co-operative bank for the buying or renting of land. They have also a co-operative organization for the running of the fishing industry along the west coast on a co-operative basis. Sinn Fein has also its mills, factories, etc., and in this way Sinn Fein is filled with constructive energy. Seen from a business standpoint, and quite apart from politics, the constructive side of Sinn Fein is one of its strongest points."

Remember, please, that all that comes from an Ulsterman, "A.E." George Russell, a man respected all over the Empire, who is not a professional politician like the lins from whom we are accustomed to derive our knowledge of the state of things in Ireland. Our here we can only know what we are told, so it is important to take careful note of who is telling us.

LOCAL AND GENERAL.

A parcel of reading matter for troops leaving by the "Professor" has been received from the "Little Shop." A bundle has also been sent by Mr. R. A. Nicholson.

The "Prince Limer" "Persian Prince" Messrs. Sherman, Tones and Company, Agents, is scheduled to leave Hongkong for Boston and New York, via the Suez Canal, on Tuesday, May 25th.

Two Chinese, who were this morning charged before Mr. N. L. Smith with attempting to export \$30 and \$21.90 worth of Hongkong subsidiary coins, respectively, were ordered to forfeit the money.

Chief Preventive Officer Wildin this morning charged a Chinese before Mr. R. O. Hutchison with the unlawful possession of 1 lb. of raw opium valued at \$12. A remand until to-morrow was granted. Bail \$100.

Mr. Hutchison this morning remanded until to-morrow, a case in which Inspector Davitt charged a Chinese with the unlawful possession of 1 taal of prepared non-Government opium. Bail was fixed in the sum of \$50.

A Chinese, who when searched on the s.s. "On Lee" yesterday, was found to have in his possession 200 rounds of revolver ammunition, was this morning charged before Mr. N. L. Smith and fined \$50. The ammunition was confiscated.

Mr. Leo. d'Almada this morning appeared before Mr. N. L. Smith to defend a Chinese charged, with the unlawful possession of a Winchester rifle, two revolvers and 1,341 rounds of ammunition. He applied for a remand saying he had only just been retained. The case will be heard at 11 a.m., on Wednesday. Bail \$100.

Two of Sergeant McAlvie's 709, Chinese constables, C11 and C75, were this morning charged before Mr. N. L. Smith with receiving a bribe of \$50 from a hawker. The case was, on the application of Mr. M. K. Lo who appeared for the defence, remanded until to-morrow. Bail \$100. Several hawkers and gamblers who were arrested by these two men were discharged by the Magistrate decided that he could not take the constables' evidence against these men in view of the fact that they themselves have a charge pending against them.

N. Y. K. SHIPS.

SAILING DATES.

The s.s. "Lima Maru," operated by the Nippon Yusen Kaisha, leaves today, Monday, for New York, via Shanghai, Kobe, Yokohama, Muroran, San Francisco, and the Panama Canal.

She is one of that company's latest built vessels.

The s.s. "Aki Maru," 6,000 gross tons, one of the N.Y.K. Australian Line, is scheduled to sail on Wednesday, May 26th, for Melbourne, via Manila, Zamboanga, Thursday Island, Townsville, Brisbane and Sydney. She leaves at 11 a.m. She accommodates 52 first, 22 second, 26 intermediate and 212 third class passengers.

The s.s. "Taushima Maru" just arrived from Europe, of the same company, sails for Shanghai, Kobe and Yokohama at 11 a.m. May 25th.

She is scheduled to leave Hongkong, on her return voyage to Europe about the beginning of July, including London, Antwerp and Hamburg in her port of call. She is a vessel of 6,735 gross tons and accommodates 8 first class passengers.

A POLICE MONOPOLY.
MOTOR NUMBER PLATES.

We are requested by Inspector Garrod of the Traffic Department of the Hongkong Police Force to call the attention of the public to a clerical error which appeared in an advertisement published in the newspapers on Friday, in which it was announced in connection with the new number plates for motor cars and cycles, that the same are obtainable at the Licensing Office, Central Police Station, at \$1.50 each. The Inspector wants it made known that the price of the plates is \$100 each.

Explaining the issuing of these plates by the Traffic Department, (and their purchase will be made compulsory as soon as all the numbers are ready for issue), the Inspector said the decision was made in view of the large number of motor accidents which have occurred recently, in the majority of which the number of the car or cycle responsible for the accident is not ascertainable, because either the numbers are badly painted, or not shown up in sufficient relief, especially at night. The new plates which are made by the Kowloon Dock Company (Nos. 301 to 500 for motor cars, and Nos. 201 to 300 for motor cycles, of which are now ready for issue), are designed so that the number of every car will be distinguishable on the darkest of nights. Owners of all cars or cycles not bearing one of these new number plates after they are ready for issue (due notice of which will be given in the newspaper), will be liable to prosecution. Under Regulation No. 86 of the Traffic Regulations, the Traffic Department is empowered to introduce any new devices which in its estimation will minimise traffic dangers, and it is by virtue of this power bestowed on the Department that it is introducing this new numbering system. The numbers on the new plates are embossed in white on a black ground, and it is estimated that when given proper lighting relief at night, they will be distinguishable at a good distance. The object of these new plates are to ensure uniformity and distinction. One important departure will be that the letter "A" now so commonly seen on motor cars, will be omitted. It has no meaning at present, and is not recognized either by the Traffic Department or the Automobile Association. Some people think that the letter "A" indicates privately owned cars, and others think that it implies that the owners of the cars are members of the Automobile Association. Both these explanations are wrong. All the Automobile Association cars are recognised by the "wheel and wings." Explaining the origin of the letter "A" on number plates, Inspector Garrod said that when faced some time ago, with the question of chauffeurs taking their masters' cars out for joy rides, the Traffic Department was asked by owners of cars to suggest some means of checking this, and it was suggested that owners of cars who have no objection to their vehicles being stopped at any time of the night by the Traffic Sergeants, and particularly such as the names and addresses of chauffeurs and passengers taken down, should put the letter "A" on their number plates. Hiring as well as private cars had the right to so mark their number plates. It had been the practice of the Traffic Sergeants to stop these cars and take whatever particulars they thought necessary, and make a report to the C.S.P. on the following morning. The latter then took steps to ascertain whether or not the owner of a car knew his vehicle had been out during the night. That practice had been discontinued long ago, and the Police no longer undertake the work, hence the letter "A" has no meaning. The introduction of embossed plates will be general and will do away with metal plates as well as the ordinary tin plates. Some of the former are very attractive, but do not serve their purpose because they do not show up well at night. There are at present 381 motor cars and 250 motor cycles in Hongkong, and all these will be affected by the new numbering scheme.

REPULSE BAY HOTEL.

A scene of the greatest animation was witnessed at Repulse Bay Hotel on Saturday night, when there was a record attendance of over 170 guests. The night was warm but the heat was tempered by a pleasant breeze. The natural beauty of the setting in which the popular summer resort is situated was greatly enhanced by a blaze of coloured light in the attractive gardens. Inside all was gaiety, and an animated scene of life was presented when the dancing floor was occupied by a brilliant throng indulging in its favourite art to the accompaniment of music played by the hotel band. During the evening vocal items were rendered by the Misses de Vine and Terry, Australian society entertainers, who acquitted themselves with equal credit by the charm with which they sang ballads of the approved sentimental brand or the sprightly manner in which they attacked the latest ragtime. To-night when there will be another dinner and dance these talented entertainers will make their last appearance at the Repulse Bay Hotel.

DISTINGUISHED VISITOR
GUEST OF HIS
EXCELLENCY.

The Rt. Hon. Sir Joseph West Ridgeway, P.C., G.C.B., G.C.M.G., K.C.S.I., is a guest of His Excellency the Governor and Lady Stubbs, at Government House, for a few days whilst awaiting the departure of the s.s. "Novara," which is taking him back to England. He is accompanied by Colonel Percy and by his private secretary.

Sir Joseph West Ridgeway served in the Afghan War with distinction, and has held many important posts under the British Government. He was Envoy Extraordinary to the Sultan of Morocco in 1892-93; Governor of the Isle of Man for about three years; and Governor and Commander-in-Chief of Ceylon for about seven years. He is a Vice-President of the Royal Geographical Society, and a member of the leading London Clubs.

The present visit to the Far East, notably to British North Borneo, is made, it has been said, in connection with the British North Borneo Company. He was in that interesting but undeveloped territory for about six weeks, visiting its largest ports, Sandakan and Jesselton, as well as points in the interior.

He says that the ports are progressive, and growing up in importance and population. Rubber is the most important raw product for export, but considerable trade is being done in timber and in copra.

Lord Ridgeway, on his way north to Hongkong called at Manila, the capital of the Philippine Islands, and although there but a few days, managed to find time for a few hours' visit to Baguio, the famous health resort of the Philippines situated in the mountain province of Benguet. His stay in the Philippines was of only two days duration, so of course, he had no opportunity to form opinions on affairs there.

He said he was much impressed with the splendid harbour of Hongkong, and with its scenic surroundings. When asked as to home politics, he declared that he was not behind the scenes politically and could state nothing of any value on these subjects.

LEAGUE TENNIS.

In the Tennis League on Saturday, the Club de Recreio beat K.C.C. by 53 games to 46 after an exciting match. The details follow:

E. Sousa and Prata lost to Purves and Abraham 1-10, lost to Stevens and Smith 4-8, lost to Blackburn and Millard 4-7.

Yvanovich and J. Lopes beat Purves and Abraham 7-3, beat Stevens and Smith 9-2, beat Blackburn and Millard 9-2.

M. Pina and C. E. Marques beat Purves and Abraham 6-5, lost to Stevens and Smith 4-7, beat Blackburn and Millard 6-3.

C.R.C. v. U.S.R.C.
The C.R.C. beat United Services by 51 games to 48.

CRAGGOWER v. CIVT. SERVICE.
These teams met in the second division honours going to the latter.

U.S.R.C. were unable to get a team and forfeited the match with C.R.C.

WIGWAM BEAT K.C.C. "B" by 57 games to 42, played on the Wigwam ground.

Wheeler and Hicks lost to Jewsbury and Henderson 4-7; beat Wilson and Taylor 7-4, beat Gibson and Brawn 7-4.

Dreyer and Mogensen beat Jewsbury and Henderson 6-5; lost to Wilson and Taylor 4-7, beat Gibson and Brawn 6-5.

SKY-SCRAPERS IN
CHICAGO.

PROPOSED 280 FEET LIMIT.

A Chicago paper, referring to the regulations for the height of buildings in that city, says—

Plans for several big projects under way will be hastily changed by architects and engineers to go to greater heights if the council change the building limit back to 250 feet. The largest building to be affected will be the North American Trust Company structure to supplant the Grand Pacific hotel and Illinois Trust and Savings Bank building. By adding fifty feet the new bank building will rival that of the Continental and Commercial National bank. The Wigwam building owned by their plans undoubtedly will be changed if the limit is altered. The Federal Reserve building is another new structure which would probably add on sixty feet to its original planned building.

Several big projects which have been quietly snoodling since the 200 foot lid was put on now may be expected to bob up. Several other big hotel projects nearly ready to go through are expected to show more speed in getting under way. And, of course, office building plans are expected to interest capitalists in a way they couldn't with a 200 foot limit on.

ELECTRIC LAMP PROFITS.
CISE FOR MANUFACTURERS.

The Electric Lamp Manufacturers' Association have addressed to the Prime Minister a letter in which they reply to the charge of profiteering brought against them by the Subcommittee of the Standing Committee on Trusts, whose report was published on March 17. They note the Committee's admission that despite greatly increased costs of production, the prices of lamps have only risen about one-fifth as much as the general rise of retail prices, while the rate of profit has decreased by more than 50 per cent., and this in spite of the fact that much higher prices could have been obtained. The letter proceeds.

The average discount in the lamp trade to-day is not higher than the average discount on other electrical supplies. The Committee suggests that every trader whose net purchases entitle him to a discount of 30 per cent. or more must sign the factors' agreement, the particular feature of which is that the trader agrees not to sell other than association makes. In point of fact, no trader signs this agreement, it is only signed by factors who are in effect exclusive agents for association lamps. No other agreement is entered into which forbids the sale of non-association makes. In regard to the price of non-association lamps to the public, there is nothing to prevent the trader buying non-association lamps, should his customers desire them, and selling them cheaper than association lamps.

The second main charge against the association is that it has been created primarily in the interest of three large firms, who have imposed onerous conditions upon other firms, e.g., limitation of output in regard to licences granted under their patent rights, and stipulations that the validity of their patents should not be disputed. We maintain that there is nothing unreasonable in a patentee imposing upon those to whom he grants a licence, which he is not in any way bound to grant at all, conditions as to the amount which they are to produce in competition with himself, and as to the admission by them of the validity of his patent rights. Moreover, when the association came into existence the resources of the three patent-owning firms were sufficient to build factories big enough to meet the demand of the country, and they could ultimately have shut down all the existing lamp works. They did nothing of the kind, but on the contrary licences were offered to all the existing manufacturers.

The only remaining charge of importance is that in respect of 1,250,000 half-watt lamps, which are stated by the committee to have been purchased in Holland by three associated manufacturers at 3s and sold to the public in 1919 at 12s 6d each. It is finally stated that the importers and distributors between them made profits amounting to £280,000 over and above what the committee considered reasonable.

"This statement is devoid of all foundation. The lamps referred to were not sold to the public but to Government departments, controlled factories, shipyards, railways, and similar places where are lamps had to be replaced, which latter could not be used owing to the scarcity of carbons and labour. By chance, 1 or 2 per cent. might have drifted into the hands of the public, whereas 97 or 98 per cent. went to the large consumers, not at 12s 6d, but at a price of about 8s 3d, which is approximately the committee's recommendation. It will thus be seen that the £280,000 alleged to have been taken in excess from the public by importers and distributors is the outcome of the imagination of some calculator who was not aware of the actual price charged to the consumer."

ENGINEERS IN THE WAR.

EXTRAORDINARY ACHIEVEMENTS.

Particulars both interesting and new were given recently at the Institution of Civil Engineers by Major-General Sir Gerard Moore Roach, who lectured on "Royal Engineer Work in the Great War." The Territorial units were he declared, the saving of Engineers in the earlier phases of the campaign. Their N.C.O.'s and men were recruited from the best artisan classes and were keen for work. All knew how important was the part played by mining (or tunnelling as it came to be called). At one stage of the war the geophone was used to magnify the sounds of the enemy mining. Later our Engineers got the seismomicrophone, an instrument which transmitted sounds from as many as fifty gallery faces to a central station, which could be situated in a place of safety. This saved the many casualties entailed by listening at each face.

The lecturer had something to say of the bridge work. In the fateful period between August and November, 1918, for instance, the Engineers in the battle areas erected 326 steel bridges (the longest of which had a 180 foot span), and 213 heavy timber bridges, the majority of which could carry from 17-ton to 30-ton loads (the latter being necessary for tanks), besides hundreds of lighter bridges for infantry and first line transport.

INCREASE IN RAILWAY
TRAFFIC.

EFFECT OF EIGHT-HOUR DAY.

The Ministry of Transport Estimates for 1920-21 are accompanied by a statement of last year's working of the railways.

The total number of passengers carried by the sixteen principal railway companies, exclusive of season ticket holders, during 1919 was 974,259,966, an increase of 156,278,127 passengers, or 19.1 per cent. as compared with the year 1918.

Freight revenue on the controlled railways was nearly £5,000,000, or 7 per cent. more than in 1918.

To cope with this traffic the railways were, for the whole of 1919, working with a shortage of serviceable locomotives and waggons. An additional twenty-two Government locomotives have been hired to the railways since Dec. 31, and considerable assurance has been put upon the railway to increase the construction of new waggons.

Far more important than the actual wagon shortage have been the delays caused by the alteration in working hours, both on the railways and in other trades. Whereas before the war the working of eleven and a half hours was available on railways for unloading waggons, there is now the universal eight-hour day.

The men are naturally reluctant to impair the advantages which they have gained by the establishment of this principle by any frequent resort to overtime.

COOLIES' CHILDREN.

GIVE THEM A CHANCE.

The excerpt from the final report on the Ankylostome Enquiry in the Darjeeling district printed in the "Planters Chronicle" makes interesting reading to those of us who take a more than passing interest in the health of our coolies (says the "Madras Mail"). There is no doubt that there is room for improvement in our medical arrangements and greater care of the health of the labour force would certainly mean greater efficiency. The children do not get a chance. In some districts where children are required for weeding there are herds of the little brats rated between 2 and 3 annas and their rice issue goes to swell the family pot, but in some districts there are only a few on each Estate, as there is no suitable work for them, and they have to be fed. Ramasamy evidently in this case agrees with Charles Lamb's reply when asked how he liked children. He said "Boiled." But what is the deduction. Infantile mortality must be very high and if figures could be obtained they would be alarming. Most planters provide a creche with an old woman or two to look after crawling babies, and such places require a deal of supervision if the young are to be kept free from hookworm. The child is the planter's best asset and all he can do for it is well repaid when it is old enough to work on a check-roll. The influenza epidemic wrought such havoc as will take years to overcome. It is up to us, therefore, to give the children every chance even from the humane point of view to, as far as possible, protect them from contracting disease.

A PREHISTORIC NIAGARA.

BURIED FOR THOUSANDS OF YEARS.

What engineers believe is an ancient Niagara Falls, buried for thousands of years, has been uncovered during the course of excavations for the new Welland Ship Canal, reports the "Universal Engineer" (New York). It says:

"The 'skeleton' of this great prehistoric cataract, according to engineers in charge of construction, was fully as wide and probably had a greater fall than the present Niagara Falls. The first indications of the former cataract came to light when workmen uncovered a series of ledges in the form of steps with a total drop of twenty-five feet and a width of four hundred feet. The rock from this point sloped sharply and at a distance of about one hundred feet from the end of the ledges showed a depth of seventy-five feet."

"Here was discovered what is believed to have been the main precipice over which the rushing water plunged hundreds of feet to its bed below. The surface of the rock showed unmistakable signs of having been worn smooth by the action of water rushing over it for countless years. There is nothing in history that mentions this former cataract, but experts believe it once formed the chief link between Lake Erie and Lake Ontario."

Two new Launches are being built for the "WALLA-WALLA" Boat. Phone No. 3514.

A TERRIBLE ORDEAL.

FIFTY YEARS IN PRISON.

A man who in his earlier life belonged to a band of brigands and achieved fame, not only by the numerous murders he committed, but by his wonderful escape from the extreme penalty of the law, has just celebrated his centenary in a Home for the Aged in Rome. He is known as Antonio Ventura. In 1862, he was condemned to death by Pope Pius IX, and (says the *Central News*) on one fine morning in May was taken on to the scaffold for the law to be vindicated. He was placed in position and the executioner pulled the cord releasing the cutter. The latter, however, suddenly stopped on reaching the man's neck, which was only slightly cut, and when the executioner was about to draw up the cutter for the purpose of making a further attempt, the Advocate stepped in explaining that the law permitted only one attempt to be made to execute the same individual. Ventura was thereupon unstrapped and removed to prison, and considerable discussion ensued among the jurists as to what should be done in the matter. The Pope decided to commute the sentence to imprisonment for life. Ventura remained in prison for 50 years.

A CLERK'S SHIPPING DEAL.

At the London Bankruptcy Court, before Mr. Garton, Official Receiver, a meeting of creditors was held of Fridov With Moller, described as of or present in Pentonville Prison, against whom a receiving order was made on March 23 on a creditors' petition. The debtor, a Norwegian, in August, 1913, was engaged as a shipping clerk at Drammen, Norway. In April, 1916, he went to New York, where he acted in a similar capacity for a few months and came back to Norway and entered into negotiations for the purchase of the steamship "George W. Fenwick," then lying at San Francisco, the purchase was 450,000 dollars, equaling £125,000. He paid a deposit of £10,000, which was found by a relative, and he sold the ship to Messrs. Rostropovich, shipowners of Bergen, Norway, for £135,000. They paid £125,000 to the New York agent, out of which sum the £10,000 deposit was returned to his relative. The profit should have been £10,000, but owing to Rostropovich's finding there was something short in the deadweight capacity of the ship they withheld £5,000, and he received as his share of the profit £2,300, on which he had lived. He came to England after July, 1918, and obtained employment as a shipping clerk with salary and commission. In November he drew from the firm by whom he was employed a sum of £130 in respect of commission. At that time he was on the point of introducing a very large deal in shipping, but he was informed that on that account the firm could only allow him 10 per cent. He immediately dropped the deal, and asked them to consider his engagement at an end. He was sentenced at the Central Criminal Court on February 3 to three months in the second division for forging a cheque, and he was prosecuted by the bank. No statement of affairs had been filed, but he owed £255, and expected his assets to produce £1,660. He attributed his present position to inability to obtain sufficient business, and to his income not being sufficient to cover his expenses. He stated that on his release he intended to at once communicate with his people in Norway and obtain sufficient funds to pay his debts in full. The Official Receiver was appointed trustee.

MY LADY-NICOTINE.

During recent years the habit of smoking cigarettes among women has undoubtedly increased, but the suggestion publicly made that the custom has become more common among nurses than among other classes is strongly denied. It has even been stated that nurses indulge in their favourite weed while attending patients. Nothing could be further from the truth, as was pointed out by the matron of one of the largest London hospitals recently. "It is true," she said, "that we do not prohibit smoking by nurses, but there is an unwritten law that smoking by nurses is derogatory to the profession. I do not say that there is no smoking, but I know that if I went into the nurses' quarters and found one smoking she would look very shamefaced. As for smoking in the wards with the patients, that is unheard-of."

That was the general opinion expressed when inquiries on the subject were made at leading London hospitals. Nurses are not specifically deterred from smoking, but it is considered "infra dig." for them to indulge in the habit. "I was surprised," said the matron quoted above, "to find on one occasion a lady in nursing uniform smoking in a restaurant. Of course, the wearing of the uniform was no proof that she was a nurse, but the fact that she was wearing uniform attracted my attention, and I thought it was degrading the profession."

A HANDCART GYMKHANA.

At the Magistracy this morning, before Mr. R. O. Hutchison, Inspector Garrod of the Traffic Department charged the licensed driver of meat van No. 170 with the reckless driving of his vehicle in Des Voeux Road West last night. The defendant admitted the offence and had nothing to say. Inspector Garrod said two vans, the number of one of which he was unable to ascertain, were having a regular race, one on each tram track, last night, going West when the Traffic Sergeant saw them. One van pulled up in time and turned into Western Street, thus escaping the Police. The drivers of the other van did not see the Police until they were almost upon the Sergeant when they dropped the shaft and scattered. The van careered along the road unattended, for a good distance, eventually running into a drain where it came to a standstill. A ricksha had a very narrow escape from being run into by the heavy van. It gave the Police a lot of trouble to get coolies at that time of night to take the van to the station, where it was kept until claimed this morning by the owner. These people were continually doing this sort of thing, in spite of the danger to the other traffic. They thought it a great sport, but it was a nuisance.

A fine of \$10 or two weeks' hard labour was imposed.

T. K. K. SAILINGS.

The s.s. "Tanyo Maru" of the Toyo Kisen Kaisha's North American line, is scheduled to sail from this port for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on Thursday, the 27th of May. She is a vessel of 22,000 tons, equipped with triple screw turbines, and has excellent accommodations for first class passengers.

The s.s. "Choyo Maru," a South American cargo carrier operated by the Toyo Kisen Kaisha, leaves for Moji, Japan, on Wednesday the 26th of May. Her outward bound itinerary includes Kobe, Yokohama, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, and Iquique as ports of call. She makes Valparaiso her South American terminal, from whence she turns back on her homeward bound voyage.

MODERN TANNERY IN HONGKONG.

U.S. Consul-General George E. Anderson, Hongkong, reports that in 1917 a modern tannery was constructed by Chinese interests in Hongkong, the plant being located on the mainland portion of the Colony, on the site of a smaller native tannery which had been in operation for many years, and which furnished, in fact, the financial and commercial foundation for the new undertaking. The actual operation of the new tannery was undertaken in January, 1918, but a short trial demonstrated that it was not a practical success. The plant became idle, and was acquired by a British concern, which reorganised it, enlisted an American leather expert and sent him to the United States to purchase additional modern equipment. Now, under this British reorganisation, including American financial interests, the plant has commenced the actual tanning of leather. Just how far this factory's output will effect the trade in imported leathers is problematical, but on the whole it is believed that it will not have any unfavourable result. Imports of sole leather into Hongkong in 1919 were valued at \$6,000,000 (approximate). Of these imports the larger portion comes from Singapore, with Indo-China, Burma, and Siam furnishing nearly the whole of the balance. A little high-grade sole leather comes from Australia, and a still smaller amount from the United States. The value of the imports of upper leather in 1919 was substantially \$300,000, of which the United States furnished about 90 per cent., a little coming from Australia, India and Indo-China.

ATTEMPTED SABOTAGE.

STORY FROM CALCUTTA.

Two creoles named Cahill and Howard were recently charged with committing mischief to a ship with a view to destroying it or rendering it unsafe. The prosecution story was that the accused put powdered emery into the oil cups of the main engine, the effect of which would have caused considerable damage to the machinery and possibly an explosion when the engines had been set in motion. Fortunately Cahill, owing to a disagreement with the second accused, reported the matter to the Chief Engineer.

THE WONDERFUL FORD.

A CAR IN FORTY MINUTES.

A very lively account is given in the "Sheffield Independent" by Mr. Cecil Roberts of the mass production methods of the Ford motor factories. The Ford plant now turns out one million cars a year, and covers 350 acres at Detroit. The annual turnover is 400,000,000 dollars. There are 40,000 workmen, speaking over a hundred different languages—"a real League of Nations." The wages bill is 5,000,000 dollars a month. The picture drawn of division of labour in excelsis is not very attractive. The individual man works at his monotonous repetition job, and has little or no idea what he contributes to the finished car. A mass production car, in effect, is not made by man but by machines. The industrialist, challenged to justify such methods from the point of view of securing happiness in work, can only point to the possibility that when scientific production is carried out all round, the working day can be so reduced as to leave the individual worker with plenty of time in which to obtain rest or recreation.

MASS PRODUCTION AND "JOY IN WORK."

The "Ironmonger" illustrates the point by quoting from an amusing address by Mr. H. Tipper to the American Society of Automotive Engineers. Mr. Tipper went into the factory of the Western Electric Company and saw a white-haired man standing by a punching machine. The old fellow was pushing steel plates into the machine, punching them, and passing them on to another workman. Mr. Tipper asked him:

"What is that plate?" and the following conversation ensued:—
"That is P.X. 111."
"You don't get me; what do they use it for?"
"I don't know."
"How long have you been on this job?"
"Twelve years."

One can imagine a mass-production worker gazing in awe at the marvellous final product and wondering whereabouts in its contraptions and gadgets his particular bit of punched metal is imbedded.

OUR CLEVEREST MAN.

BERNARD SHAW THINKS HE KNOWS.

"I would not live in Tottenham if you paid me," declared Mr. George Bernard Shaw at a Labour meeting at South Tottenham.

"Thank Heaven," he added, "I have money enough to live somewhere else; but if you had any sense you could make Tottenham a place better worth living in."

Mr. Shaw said he had a very strong opinion as to who was the cleverest man in England, but he dared not say who was the cleverest woman. But if they wanted to pick out the 20 cleverest people in England a certain number of them would be women.

The only woman in the House of Commons," said Mr. Shaw, "has just been discovering what a lot of fools she is among."

"Suggesting that no man should be allowed to remain idle until every farthing of the country's debt was paid off," Mr. Shaw said that to make everybody work was the only way to get round the rich people.

"If they only brought in a law that every man had to do his bit, there would no longer be any point in being rich."

TO-DAY'S NEW ADVERTISEMENTS.

TO-DAY, at 2.30 p.m.

LAST PERFORMANCE OF

"ALADDIN"

TO-NIGHT, at 5.15 & 9.15 p.m.

"A PAIR OF CUPIDS"

at

THE CORONET.

P. S. Have you had your copy of the "Coronet Review" yet?

SWATOW DRAWN THREAD WORK, CANTON EMBROIDERY.

WHOLESALE AND RETAIL.

S. K. TSAN & CO.,

64, QUEEN'S ROAD CENTRAL.

P. O. Box 564.

CABLE ADDRESS TSANG.

FIVE SHILLINGS A WORD.

HIGH INDIAN CABLE RATES.

The mercantile community is up in arms against the five shillings a word urgent cable rate to India. It is declared to be a monstrous extortion and it is urged that if it is possible to get cables transmitted without delay at this price it must also be possible to get them through at the ordinary rate of 1s. 6d. Hitherto the excuse for the five shillings' delay has been that owing to the stoppage of the Indo-European route, and the damage to the Eastern Company's cables, it has been utterly impracticable to avoid congestion. The merchants point out that, if rebelling the rate insures immediate transmission, the congestion excuse falls to the ground. Representations in this sense are being made by the London and Manchester Chambers of Commerce.

"KASHIMA MARU" FULLY BOOKED.

The s.s. "Kashima Maru," of the Nippon Yusen Kaisha, on her voyage to Seattle and Victoria, carries many first-class passengers from Hongkong. She cleared at 11 a.m. on Saturday. Her Hongkong bookings included:—
Mr. B. Amisimoff, Mr. C. Agostino, Mr. C. Angeles, Mr. G. Abad, Mr. E. Alguacil, Mr. W. Alexander, Mr. E. Barreno, Mr. F. W. Becraft, Mr. J. A. Beattie, Mr. K. Begonia, Mr. W. F. Bingham, Miss V. Borilla, Mr. and Mrs. C. Coster, Mr. H. A. R. Conant, Mr. R. V. Craggs, Mr. C. H. Davies, Mr. R. Duckworth-Ford, Mr. L. H. Dingman, Rev. Bro. Eustis, Mr. H. M. Epstein, Mr. A. Gimbel, Mrs. J. Goyena, Miss F. Gorayeb, Mr. L. Gimbel, Mr. N. Gude, Mrs. M. Gutierrez, Mr. and Mrs. H. R. Harvey, Mrs. A. V. C. Haslim, Mr. A. Holst, Mr. B. Houston, Mr. C. H. Hamlin, Mr. F. Hopfner, Mr. G. G. Haven, Mr. J. P. Harrison, Mr. and Mrs. N. F. Hertzner, Miss J. P. Jensen, Mr. E. Kennedy, Mr. J. T. Knowles, Miss E. Lambrecht, Capt. E. C. Lawrence, Mrs. and Miss Lawrence, Mr. and Mrs. L. Leske, Mrs. F. Luna, Mr. J. J. Moison, Mr. and Miss Martinez, Mr. S. D. Martinez, Mr. and Mrs. W. Manning, Mr. E. O'Brien, Mrs. F. Prising, Mr. G. Gy O'Quia, Mr. J. M. Rosales, Mr. A. McC. Stewart, Miss B. Shostakovitch, Miss H. J. Stewart, Mr. H. Stenstra, Miss J. Sanchez, Mrs. N. C. Shaw, Mr. S. Stickney, Capt. C. E. Temperley, Mr. G. B. Tengco, Mr. C. V. Webb and Mr. H. N. Wolfson.

"CHINA'S" PASSENGERS.

Following is a list of European passengers who left on the s.s. "China," China Mail Steamship Company, which left Hongkong May 23rd bound for San Francisco via Shanghai and Honolulu. She will arrive in San Francisco on or about June 12th:—
E. T. Ahl, V. W. Allen, H. Aldona, E. Arbadji, C. R. Asilano, A. A. Brime, E. Biers, I. M. Bush, Jose Dumit, Mr. and Mrs. H. V. Dunning, Miss F. Ellis, C. H. Ferrier, E. A. Gabriel, Mrs. C. A. Garnier, I. M. Garnier, Miss I. L. Garnier, Master A. L. Garnier, Miss C. J. Garnier, F. R. Gerner, Mr. and Mrs. J. N. Hollister, Miss T. V. Hollister, Master P. W. Hollister, Mrs. W. E. Horley, Miss R. Horley, Master E. Horley, E. M. Horley, Mrs. Johanson, Mr. Kadria, F. Leekney, R. J. Mazill, J. H. Moore, F. Phillips, H. Pholack, Jr., M. Pholack, J. A. Col, E. T. Trole, Mrs. A. Van Valen, F. Valendo, C. G. Weber, Mr. and Mrs. A. P. Stokes and Mr. J. P. Parker.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

THE Management of the "China Mail" desire to inform the public that its tariff for advertisements received on and after this date will be increased by 20 per cent.

This increase is rendered imperative by the constantly growing cost of production, the price of paper alone having advanced by 700 per cent. during the past five years.

In order to meet these conditions newspapers and magazines all over the world have been obliged to raise their subscription and advertising rates—in some cases by as much as 100 per cent.—and, at the same time, to curtail the size and number of pages. For the present, however, it has been decided, in the interests of the public generally and of advertisers in particular, to leave the price of the "China Mail" unchanged.

Hongkong, May 17, 1920.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

AS from to-day, all preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the "China Mail," will be charged for at the rate of \$1 each, providing they do not occupy more than four lines. If this space is exceeded they will be placed in the advertising columns at the prevailing rates.

Hongkong, May 17, 1920.

WANTED.

WANTED—By well-known Importers, PIECE GOODS ASSISTANT. Capable of taking charge of department. Knowledge of local conditions essential. Excellent prospects for a suitable party. Apply Box 1197, "China Mail."

NOTICE.

APPLICATIONS are invited for the post of CHIEF INTERPRETER in the Supreme Court of Hongkong. Candidates must be of European descent and must be thoroughly conversant with the Cantonese dialect, while a knowledge of a second dialect of the Chinese language is desirable. The Commencing salary is at the rate of \$400 a month, and an allowance in aid of rent is granted.

Applications should be made in writing to the Registrar, Supreme Court.

C. D. MELBOURNE, Registrar.

NOTICE.

APPLICATIONS are invited for the post of FIRST GRADE INTERPRETER in the Supreme Court of Hongkong. Candidates must be thoroughly conversant with English and with the Cantonese dialect, while a knowledge of a second dialect of the Chinese language is desirable.

The salary offered is \$1,920 per annum rising by biennial increments of \$120 to \$2,400 per annum.

Applications should be made in writing to the Registrar, Supreme Court.

C. D. MELBOURNE, Registrar.

Hongkong May 24, 1920.

STRUTHERS AND DIXON, INC.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO AND SEATTLE

THE Steamship

"WEST HIMROD,"

having arrived from San Francisco, via ports, on May 23, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees risk.

Consignees of cargo per "West Irma," from Seattle are hereby notified that their cargo was transhipped at Yokohama to the "West Himrod."

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on May 31, 1920, by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after May 31, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.

Agents.

1st Floor, Powell's Building,

12, Des Voeux Road, Central.

"WALLA WALLAS" double-cross the harbour but never double-cross you. Phone No. 3518.

NOTICES.

LANE, CRAWFORD & CO. FOR SILK SOCKS.

EVERY DAY THERE IS SUNSHINE; JUST ENOUGH TO WARN US THAT SUMMER IS HERE; JUST ENOUGH TO TURN OUR THOUGHTS TO SILK SOCKS; AND THE INCOMPARABLE DELIGHT IN THE KNOWLEDGE THAT THEY ARE COMFY, SOOTHING AND DURABLE TO WEAR: PRICES RANGE FROM \$2.25, \$2.75, \$4.25, \$4.75, PAIR.

COLUMBIA DANCE RECORDS.

- | | |
|--------|--------------------------------------|
| A 2639 | (Hindustani) Fox Trot Violin & Piano |
| | (Meow) One Step |
| A 2297 | (Indiana) Jazz Band |
| | (Darktown Strutters Ball) Fox Trot |
| A 2327 | (Beale Street) Princes Orchestra |
| | (Lily of the Valley) One Step |
| A 5919 | (Broken Doll) Fox Trot Princes Band |
| | (Biltmore Waltz) |

THE ANDERSON MUSIC CO., LTD.

14, DES VOEUX ROAD. TEL. 1332.

ROUND THE ISLAND OF HONGKONG.

BY

THE BEST & MOST COMFORTABLE MOTOR CARS

AT

THE SPECIAL REDUCTION PRICES:—

HUDSON or CHANDLER, 7—passenger Motor Car \$12.00

OAKLAND, 5—passenger Motor Car \$ 9.00

Phone 2499. BREEZY GARAGE,

161, Des Voeux Road, Central, (next to Sincere Co., Ltd.)

FANCY BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

What is TANSAN? Why? The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.
TANSAN is a DELICIOUS DRINK.
TANSAN is ABSOLUTELY PURE.
TANSAN is an AID TO DIGESTION.
TANSAN does NOT LOWER THE SYSTEM.
TANSAN is a PICK ME UP.
TANSAN has NO EQUAL.
TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."

TANSAN

Beware of spurious imitations which are unpalatable and dangerous. See that the label bears the name of

J. CLIFFORD-WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-Japanese Exhibition.

SOLE AGENTS:—

GANDE, PRIOR & COMPANY, Ltd.,

Tel. No. 123. 4, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 8 a.m.)
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 8 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between
JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Services (Trans-Pacific).
Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA.In conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND AFAR LINE.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515)

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

BURG—Monthly direct service via Singapore and Port Said.

HAYRE MARU—Wednesday, 18th June.

HIMALAYA MARU—Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

PANAMA MARU—Friday, 28th May.

SEATTLE MARU—Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

INDUS MARU—Wednesday, 2nd June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

UNNAN MARU—Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

MITSUBISHI MARU—Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at immediate ports in Japan and taking cargo to distant points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU (Call Manila)—Wednesday, 28th May.

OHIO MARU (Call Manila)—Saturday, 4th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

ALASKA MARU—Monday, 24th May.

JAPAN PORTS—Mojik, Kobe, Yokohama, Yokohama.

MADRAS MARU (Call Kobe & Y'ham)—Wednesday, 28th May.

KRELUK via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

TAKAO via SWATOW and AMOY.

SOSHU MARU—Thursday, 3rd June.

SHISEN MARU (Takao direct)—Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA, SANDAKAN & QUEENSLAND PORTS.

"HWAH PING" Sailing on or about June 21st.

"VICTORIA" Sailing on or about July 2nd.

("Calling at Port Darwin.")

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO., LTD.

115 Commercial Road Central. Agents.

SHIPPING

C. N. C.

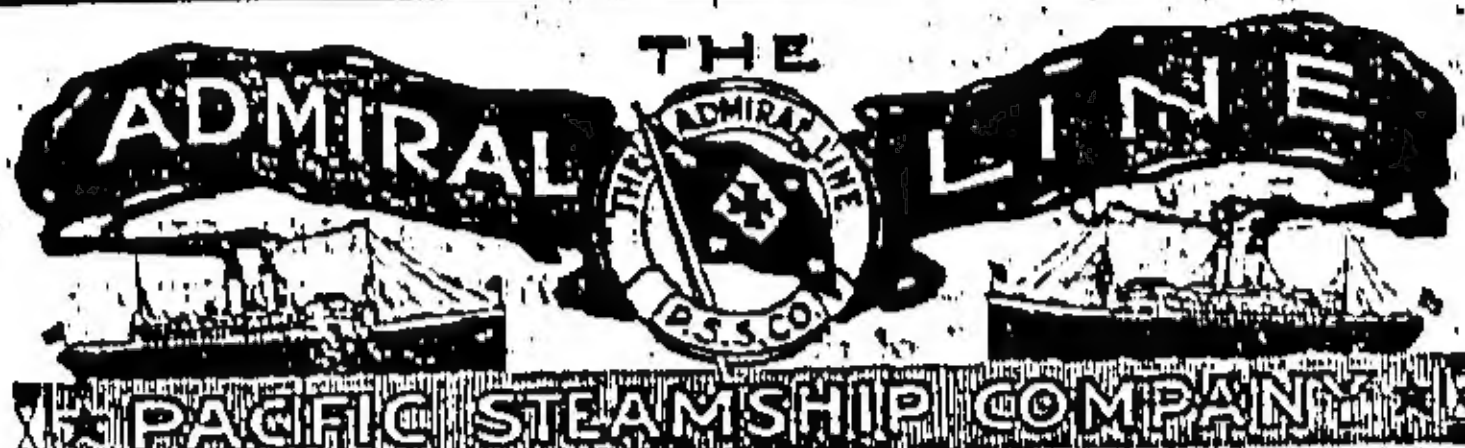
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW AND BANGKOK	CHINCHU	May 25, at 11 a.m.
AMOI, SHANGHAI AND PUKOW	CHANG	May 25, at 3 p.m.
MANILA, CEBU & HONOLULU	TAKING	May 25, at 4 p.m.
WELFARE, CHEROKEE, NEWBOWANG	KUICHOW	May 25, at Noon.
SHANGHAI	SHENKANG	May 27, at Noon.
SHANGHAI & TIENTSIN	CHENAN	May 29, at 4 p.m.
SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.		
BANGKOK LINE—Weekly service to and from Bangkok via Swatow.		
For Freight or Passage apply to—		

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 26.



Operating the following U.S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"CROSSKEYS"	About June 10th.
"IONIANUM"	About June 22nd.
"WHEATLAND MONTANA"	About July 15th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe)

"MONTAGUE"	About June 15th.
"WABAN"	About June 23rd.
"ABERROS"	About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama

S.S. "DRYDEN" Sails about May 26th

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478.

AGENTS.

5th Floor
HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS	ABOUT	SAILING FOR LOS ANGELES	ABOUT
S.S. VINTA	May 25.	S.S. VINTA	May 27.
S.S. WEST HIXON	June 10.	S.S. WEST HIXON	June 12.
S.S. WEST MONTOPE	July 10.	S.S. WEST MONTOPE	July 12.

Through Bills of Lading to all U.S. and Canadian Overland Points; no Transshipment en route.

Shipside connection with the Salala, Santa Fe and Southern Pacific Railroads.

Head Office—LOS ANGELES, CALIF.

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Empress of Asia	July 29	Aug. 18
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 13	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Empress of Russia	Oct. 31	Nov. 8
Monteagle	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
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EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

BOLSHEVIK INVASION OF PERSIA.

London, May 19th.

Reuter learns that a large force of Bolsheviks landed on May 18th from Iranian ships near the Persian port Enzeli. The General Commanding was obliged to accept Bolshevik terms owing to the latter's numbers, and the British evacuated Enzeli in the evening. The landing parties were apparently from Baku where, it is reported, there are 40,000 Reds.

London, May 20th.

Reuter learns from British Military quarters that the retirement of the British force from Enzeli was purely precautionary. No apprehension is felt for the safety of the troops, which consist of a detachment of the Mesopotamian Field Force. No new military situation was created, as the Bolsheviks had commanded the Caspian Sea since their arrival at Baku.

The possibility had been long anticipated that the Bolsheviks would strike towards Enzeli in order to capture the small Denikine ships. The Allied military position at Baku, which was at the western end of the Baku pipeline, was being considerably strengthened.

City circles do not anticipate that the Bolsheviks will further extend their position in Persia owing to transportation and organisation difficulties. The British oil wells are at least a month's journey from the scene of the present happenings.

LATER.

The British troops at Enzeli are probably two weak battalions with a few guns. They belong to the Mesopotamian force.

THE PRINCE OF WALES.

London, May 20th.

The Times' Dundee correspondent says it is understood that the Prince of Wales, on the conclusion of the Indian tour, returns via the Straits, China, Japan and Canada.

Dundee, May 20th.

The Prince of Wales has departed for Invercargill. There were a series of magnificent welcomes in Dundee. Five thousand returned soldiers attended last night's reception.

BRITISH VALOUR AT YPRES.

Ypres, May 19th.

An impressive ceremony took place at the presentation of the British Military Cross to Ypres. Lord French, whom King George delegated to the duty, specially journeyed from England. The King of the Belgians was present.

The Burgomaster recalled the defence



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STOCKS THAT PASS IN THE NIGHT—OR EVEN SOONER.

Impressive documents, prettily printed on crinkly paper and certifying to ownership of shares of stock in this or that enterprise, form a part of the possessions of most people, including Ellis Parker Butler, the author of "Figs Is Figs." As the case with many other folk, it seems that some of Mr. Butler's investments in high-grade paper certificates have failed to pan out as he had been led to believe they would. A man as old as himself, the author says, is apt to go aside with himself at times and think over "the million and one asinine things he has done in the past." Not long ago, when Butler was in such a retrospective mood, the thought of his futile investments came to his mind, whereupon he quit retrospecting and gave himself over to a bit of luxurious philosophizing on the folly of blowing in perfectly good money for worthless stocks. His final conclusion was that he wished he had not been a "well-frog." A "well-frog," it seems, is a frog that has inadvertently jumped into a well and wants to get out. Mr. Butler had a specific frog in mind when he made the allusion. It was one that figured in a problem when he was a boy in school. This frog, we learn, was three and one-half inches long and was at the bottom of a well thirty-seven feet and nine inches deep. The frog could leap eight and one-half times its length, and started hopefully to leap out of the well. Each time it leapt, however, it slipped back twenty-nine and one-half inches. Mr. Butler has it all figured out that every time this unhappy batrachian did twenty-nine and three-quarter inches of first-class leaping, it had only a quarter of an inch gain to show for it. The story of this frog reminds the humorist of the man who works hard to save \$29.75 and then puts \$29.50 of it into a fool investment. He gets quite "het" when he thinks about it. He says if he could write an article that would prevent young men from making foolish investments he would be a more valuable citizen than General Pershing, Woodrow Wilson, and J. P. Morgan rolled into one. He suggests that the average American needs a fool-investment prohibition law as much as a liquor-prohibition law, and that the old sob story beginning, "Father, dear father, come home with me now," never hit as many people as would a song going: "Father, dear father, quit buying bum stocks. Or our whole caboodle will go on the rocks."

Tho' he confesses that he owns four thousand dollars' worth of stocks not worth two cents per ton, Mr. Butler says he is not on the "sucker list." He admits that he ought to be, and leads one to infer that the reason he is not is that he never bought a share of "fake" oil, copper, or silver mine stocks. He says he has been very particular about investing only in "legitimate" enterprises. In *The American Magazine* (New York) he elucidates his investment methods:

I do not buy stocks from smooth-tongued strangers who come with four-page prospectuses of the Evaporated Squashbug Oil Company or the United Washout-Fishkill Copper Company. I send them away with scorn, and wait for a close personal friend to sting me to death with stock of the J. O. Whiffenpoof Company of New York, which manufactures aluminium-cornet bones, or something else that nobody wants any more.

It is a great deal pleasanter to be stung to death by a personal friend. He can sting so much deeper. I am not so particular when it comes to lending money. I lend money to absolute strangers; but I buy stocks only from close personal friends in whom I have the utmost confidence, who tell me they have invested in the stocks they wish to sell me and that they have come to my house because I am a friend and they wish to do me a favour. I am always willing to do a favour, but I wish my friends would, sometime, sell me some stocks that do not immediately droop like a wilted petunia.

The other day a man who had bought one hundred dollars' worth

of Liberty bonds mentioned the fact to me and said he was pretty sore because they were selling at ninety-five dollars on the Stock Exchange. I looked him firmly in the change, and said: "You poor goof, you don't know when you are well off. Your bond is paying you 4 1/2 per cent., and when it is due you will get one hundred dollars; and if you sell it now you will only lose five dollars, and you can charge that up to your patriotism account and swell out your chest for the rest of your life; but you ought to see some of the investments I own."

"Are they low?" he asked. "If they got any lower," I said, "they would come up on the other side, in China or somewhere."

"What are they quoted?" "I haven't seen the paper this morning," I told him, "but if they are quoted it would be among the Bolshevik activities or other outrages."

He smiled. "I know what you mean," he said. "I have a couple of two thousand dollars' worth of Mexican rubber-plantation stock that I used to line a trunk with because wall-paper is so expensive since the war."

As he now seemed to be in a cheerful mood, I said, brightly and in my businesslike tone: "I'll tell you what I'll do! I'll trade you my three-thousand-dollar J. O. Whiffenpoof Company of New York stock and my one-thousand-dollar Imperial Sawdust Cheese stock for your one-hundred-dollar Liberty bond, and throw in a good-as-new set of the Rise, Decline, and Fall of the Aztec Empire, in twenty-four volumes, half morocco."

"What do you think I am? Think I'm crazy?" he said.

Mr. Butler says he likes to think of dollars as wheat—something that can be used to sustain life. No man, he points out, desirous of growing a crop of wheat would sow it on a friend's tin roof merely because the friend had an idea that wheat on a tin roof should produce diamonds. Then why, should one try to increase his dollars by handing them in a fashion equally absurd? The humorist opines there are enough "no-account, absolutely defunct stocks and bonds owned by Americans to reach from the southwest corner of Wall Street and Broadway to Mount Copernicus on the moon, wrap around the mountain three times, and then reach back to New York again." In his own case he says the amount of coin he has frittered away on stocks and bonds that immediately got the pip, plus what he has wasted on "articles of value only to idiots and the feeble-minded," would send his children through college, pay for a trip around the world, and endow a bed in a hospital. Further:

I have a keen sense of humour, but I have not yet been able to laugh when I think of paying twelve dollars per year for a safe-deposit box in which to keep a wad of stocks that no bank would lend me ten cents on. But I have grown wiser as I have grown older. There were years and years when any friend who came to me with an optimistic disposition and an engraved stock certificate could take my money away from me, but I have become as callous as a mule's heel.

Only a few days ago a friend wrote offering me the chance of a lifetime. I had every reason in the world to have faith in his business ability, because he once wrote a story and asked me to criticize it which I did. He immediately gave up story-writing. Later he wrote a sort of guide to good English, which I criticized, and which he could not sell. It can be seen that he was deeply indebted to me, and I was not surprised when he telephoned me and said he had given up literature and was going to Oklahoma to investigate oil properties. I thought he was probably one of those ungrateful cusses who would immediately forget all the favours I had done him; but this was doing him an injustice.

He had hardly reached Oklahoma when he wrote me a long letter in the most friendly manner, saying he had little expected to be able to repay my many kindnesses so soon, because he had not dared to hope to discover any oil properties of vast possibilities so quickly, but that by the merest chance he had hit upon a

REDUCING LOST POWER ON HIGH SPEED VESSELS.

While travelling on board a merchant vessel which was dodging German cruisers during the early days of the war, Dr. A. P. Thurston, a British scientist, carried out some interesting experiments on the distribution of wind pressure and velocity around the ship's funnel. The results of these experiments, which have just been published, show some curious arrangements of suction and pressure according to the direction of the wind in relation to the course of the vessel. One fact brought out is that quite a considerable amount of horse-power must be lost in driving the dead surface of a vessel against a head wind. Dr. Thurston therefore suggests that the experiments should be repeated over the whole of the upper structure of a vessel so as to reveal those portions which present the largest amount of head resistance. This information would, he maintains, be most useful in designing high speed vessels and would enable the efficiency of designs to be improved without sacrificing the comfort or safety of the vessel. In destroyers and cruisers the wind resistance of the superstructure is a very important factor.

group of oil properties that would, so to speak, make the Count of Monte Cristo's wealth look like one-third of a cancelled two-cent stamp. Because of my extreme kindness to him he was writing me, in order that I might pick up a good lot of stock before some one else got it.

Now, I have not the slightest doubt of the honesty and good intentions of this friend. It is quite possible that the stock he mentioned will jump from the price he offered it at to one hundred times as much, but it can jump until it is blue in the face, for all I care. I don't know anything about the oil business; I don't know that my friend could learn all about it in a couple of weeks, and I don't know that those who do know about it ever really know anything about it. The minute I got that friend's letter I reached for my cheque-book and wrote a cheque for my last month's grocery bill. It made no difference to me how high his oil stock was destined to jump. I know mighty well that a well-frog that jumps twenty-nine and three-quarter inches and slides back twenty-nine and one-half inches only gets ahead one-quarter inch per jump, and I am not going to let any friendly advised investment slide me back any more of those twenty-nine and one-half inch slides. I am trying to resign my membership in the Great American Order of Backsliding Well-Frogs.

Mr. Butler says his remarks and advice do not apply to people who rush in and buy wildcat stocks designed only for suckers. The man who buys that trash is not a well-frog; he is a plain and unadorned jackass. The humorist emphasizes the point that he is trying to warn only the fellow who is likely to be inveigled into investment by a bosom friend. When the temptation to invest presents itself, he suggests that the prospective victim should follow one of the two following plans:

First, ask your banker, or any banker, what he thinks of the proposed investment, or

Secondly, send the money to me. If you send the money to me I will send you, by return mail, registered, one share of J. O. Whiffenpoof Company of New York cumulative 7 per cent. preferred stock for every hundred dollars you send, and I will guarantee that it is not worth a cent. This will relieve you of all worry. You will know, immediately, that you have bought a lemon; and you will not have to wonder why the dividends do not come, because you will know from the first that you are not going to get any.

If you are going to make the kind of investment you probably will make, I might as well have your money as any one else. I am now in a position to treat money in a kindly and hospitable manner, and I guarantee not to let it get away from me.

Perhaps you are a man earning an income of five thousand dollars per year and can save one thousand dollars per year by the most heroic efforts. Perhaps you earn more than that, or less. Whatever the amount you may be able to save for investment, take a hunch from my experience, and before you "invest" go to your banker, or any banker, and ask him this question regarding the stock or bond you propose to buy: "How much will your bank lend me on it?"

At present most banks will lend 90 per cent. of the listed value of Liberty bonds and 80 per cent. of the listed value of other stocks and bonds. There are thousands upon thousands of these. You will know what to think of the proposed investment, then, if the banker says, "My dear man, this bank will not lend you a red cent on the securities you propose to buy," and the chances are ten to one that that is just what he will say.

THE FRUIT SEASON.

BOWEN's complaint is sure to be provoked during the fruit season. Be sure to keep a bottle of Chamberlain's Colic, Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Druggists.

MONSTERS OF THE SKIES

AVIATION SEEN THROUGH INDIAN EYES.

Mr. H. G. Perry, Daily Express correspondent at Bombay, writes: It has often been said that in the land of the ox we must not expect the speed of the motor car. Changes come gradually in India. Perhaps it is best that they should. So it is not surprising that India has not yet realised the commercial value of aviation.

The Indian mind is suspicious of all things novel and revolutionary. The inhabitant of the jungle village still feels in terror from the noise of the skies, and the business man in the city still regards the aeroplane more as an expensive toy than as a machine of commercial use. The winning of the Daily Express prize will convince him more than anything else of the practicability of commercial aviation.

But a great deal of money will have to be sunk in India before commercial aviation begins to pay. Although from the aviator's point of view the Bombay-Karachi aerial mail service has been a complete success, cutting off forty hours from a railway journey of forty-six hours, it has been a financial failure. The expenses of a single journey have been calculated at Rs. 3,000, and there is always possible the loss of Rs. 500, in capital if one of the De Havilland machines crashes, but never up to present has the revenue exceeded Rs. 500—not nearly sufficient to pay for the petrol consumed.

Yet the fact remains that India is a country which will benefit more, probably, than any other from the development of overseas commercial aviation.

It is the half way house between England and Australia—the central link in the great imperial chain which will join up the Motherland with her far flung possessions in three continents. The wings of aerial commerce will annihilate the vast distances of the Indian Empire. The 2,000 miles between Peshawar and Tuticorin may be bridged in twenty-four hours.

LOSING THEIR ISOLATION.

The time is bound to come when even Delhi and Simla will lose their splendid isolation. The Viceroy will have his private plane, and will find it possible to give attention to affairs of State in the Government capital one day and settle some knotty provincial problem in Bombay or Calcutta the next. Provincial Governors may spend their nights on the hilltops and their days in the presidency towns. The harassed commissioner or collector, with a huge tract of country over which he must keep vigil, will save many days of weary railway travelling by stepping into his aerial lair and being whisked away to the place where he is most wanted—and least expected.

There is another reason why India should and must develop aircraft. She has thousands of miles of seaboard undefended; hundreds of miles of troublesome frontier. The amount she can spend in unproductive defence work is very small; to the amount which she can spend on re-productive defence work there is no limit. Every plane which operates in India is a potential fighting unit in case of necessity.

Substantial Government subsidies to foster commercial aviation in this country would be true economy. There are at present two aviation companies carrying on business in India. They are not likely to secure quick returns, but they are doing most valuable pioneer work which, like the Daily Express offer, is bringing appreciably nearer the time when commercial aviation will be established on a firm financial basis.

Eighteen months ago very few people in India had even seen an aeroplane; now the "motor car in the air" is the talk of the bazaars. It is a hopeful sign.

HOW PRIGS ARE MADE.

REBELS PREFERABLE.

The Master of Balliol (Dr. A. L. Smith), who presided over the Conference of Social Service, at Oxford, spoke on the relation of teaching to character. They could not, perhaps, they could create an environment which would make it easy to learn. Character was an indirect result of education. The attempt to teach directly sometimes defeated its own object and, at its best, produced prigs. Personally, he would prefer rebels to prigs.

Only by giving proper nature to the children could we have a new England, declared Miss Margaret McMillan, of Depford Heath Centre, speaking on "The Nursery School to-morrow." England, while trying to rescue her precious children from the gutter, had never, she said, worked out any positive scheme or created any agency that could deal adequately with the problem. The whole energy of the country's social workers should be directed not to curative, but to preventive work, and the highest preventive work would be in the nursery school.

Take a "WALLA-WALLA" BOAT to your ship. Phone No. 3516.

LIFE IN LONDON.

HOUSE-HUNTING.

"FLATS A GUINEA A MINUTE."

"I have just landed from England and my brain still whirls with the glad surprise of finding six coolies ready to fight for my suit case," says a lady writing in an Allahabad paper.

"I have carried that suit case myself for nearly three years, sighing for papermache, instead of weighty leather. I have had I tempted porters with shillings where a cabin trunk was concerned. Yet here in India I was rebuffed for the bestowal of a four anna tip, and was hardly allowed to carry my sunshade."

"Every woman I meet is going home, and asks me for statistics of prices and for advice. 'I shall take a flat in town,' said a little one."

"I told her that flats are a guinea a minute, and then you cannot get them unless you prefer a basement flat in Upper Tooting."

The lady, upon pressure, consented to narrate her experiences in London as a house-hunter.

The Edgeware Road, Balham, Clapham, Brixton, South Kensington, Earl's Court, and Bloomsbury "where the boarding houses are in novels," and come in for drastic criticism, and places further out of town are "raboo" on account of high tube and tram fares, and the intolerable conditions of travelling.

Apparently, Bayswater was the nearest approach to the lady's ambition. Even there her trials were many.

The first three "hotels" refused to answer the bell. The next three were full up.

Admission once gained to a fourth it was learned that lights, tea, hot water, and a hundred other things were "extra." In social circles in these "hotels" she was still a success.

"Even the war couldn't teach me to knit, so I was never at home in social circles in residential hotels. The man smoked incessantly, dropped their ash on the floor, and kept up an endless feud with people who tried to open a window."

"At last the time came for me to spend my days in the passport office in the middle of the lake in St. James' Park. On the form I had filled in for renewal of my passport was a space wherein I was to write my reasons for wishing to leave England. In a moment of aberration I wrote down the truth."

"A weary young man behind a grille pointed out that the word 'Boarding-house' was a compound noun and not a reason for leaving England."

"But, of course, he can never have lived in one!"

WAR TROPHIES.

RELICS AT CRYSTAL PALACE.

FOUR YEARS' EXHIBITION.

The Imperial War Museum, which the King will open on June 9, will occupy the Crystal Palace for four years, pending the provision of a permanent home. Exhibits will total upwards of 100,000. The whole collection will illustrate every phase of the nation's war life, at home and on the fighting fronts.

For three years, after the War Cabinet had approved the formation of the museum, a committee has been collecting material of every description. This incidentally, is in striking contrast to the casualness of previous generations which have left in London's keeping only a pair of kettle-drums as the sole souvenirs of Marlborough's campaigns, and five field guns and 200 cuirasses as the mementoes of Wellington's battles.

At the Palace there will be everything from a tank to a flag-day trifle, from an 18-inch Naval gun to a toy mascot. There will be sections relating to the doings of Navy, Army, Air Force and the work of women. In whole array there will be British guns with memorable records. Tanks and munitions, Army trophies, French warfare models, naval and military guns, relics from famed ships, submarine equipment, models of many sorts, epoch-making documents, maps and charts, 2,000 or 3,000 art exhibits, including pictures, posters of various nations, representative contributions from overseas forces and captured trophies.

"The museum scheme is to record for historical purposes the effort of every department of the nation during the war," the Daily Chronicle was informed, "otherwise much material, which by and by would have special value, would be in danger of being lost or destroyed."

Among the things that have passed into the possession of the Museum Committee are innumerable Army reports, orders, and memoranda; and, although they will not be suitable for exhibition purposes, they will be greatly prized by the historian.

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THE FIRST AMERICAN.

Somewhere or other Mark Twain tells a tale of an American tourist inquiring of an Italian guide, "Christopher Columbus? What did he do?" At which the Italian expressed appropriate indignation. That Columbus discovered America has indeed long been considered by the few who read history and the fewer who have any respect for the meaning of words as a popular delusion. Centuries before Columbus the Norsemen crossed the Atlantic, and even if they had not, it is plain that other people anticipated him, for there was a population there to meet him, and "bold Cortes" and Pizarro found mature civilisations to destroy. The real glory of Columbus is that he was the first distinguished European to lecture the natives. Who was the first American? To that question a very disturbing answer has just been suggested. In the neighbourhood of Mexico City, at San Juan Teotihuacan, stand certain huge pyramids, the stones of which are sculptured with hieroglyphics. In Mexico City there is a Charge d'Affaires of the Chinese Republic, Fong Tsing Kuang. The application of Fong Tsing Kuang to the hieroglyphics produced a remarkable reaction. He read them. He discovered that some of them are precisely similar to symbols still used in the Chinese language. Fong Tsing Kuang read out the words "sun," "eye," and "city," which, though they do not compose a precisely definite statement, are just the sort of thing the learned expected. For the pyramids are supposed to be connected with the worship of Nature and with Tonatuh, the god of the sun. A professor is operating in support of the Chinese Charge d'Affaires, Professor John Fryer, of California University, or rather the diplomatist is a reinforcement for the theories of the professor, who has declared that Buddhist missionaries from China first visited America in the fifth century, a thousand years, let us say, before Columbus. Apart from these recent discoveries, apart from this question of identity of language, always dubious evidence of identity of race, there is good reason for believing that America drew its first population from Asia. The physical likeness between the tribes of Tartary and the primitive American peoples has persuaded many anthropologists to postulate a common origin. But hitherto attempts to discover connection between Asiatic and American languages have failed, and it has commonly been held that the first men in America came into the continent in the remote epoch when it was joined by land to Asia, developing their own language and culture independently. There are, however, certain features in the Mexican civilisation which suggest derivation from the Asia which we know. The Aztec calendar and the Aztec theology seem to have singular resemblances to Asiatic systems, if not the ideas of Professor Fryer's Chinese Buddhists. Now that the Chinese Charge d'Affaires goes about reading Aztec writing, the theory of derivation receives unexpected support. Before the United States knew where they are, Professor Fryer may be demonstrating that the first American was not George Washington, not even Christopher Columbus, but an industrious Chinaman on the Pacific slope. It is, of course, no affair of ours. If the first man was very like a chimpanzee, or a lemur, or whatever creature it is that science now puts its money on, we cannot feel that the glory of the starspangled banner is diminished by the possibility of the first American having been Chinese. But we do wonder whether Professor Fryer will grow popular in his own State.

THE IMMORTAL MICROBE.

It is not very long since mankind, proverbially knowing nothing of the greatest forces within its ranks, ignored the very existence of the microbe. Some two or three earnest students had seen bacteria before Queen Anne was dead, but the whole study of the manners and customs of the creatures is the work of the last sixty years. Necessary alike to our life and our death, the microbe has been toiling and mulling for untold ages. When the Victorian poet sought to conjure up visions of the early days of the world he wrote about "dragons of the prime Tearing each other in the slime." Our generation has to revise the conception. We may keep the slime, but we will admit nothing to it larger than a microbe, though, indeed, he may tear his brother viciously enough, and certainly we are much more afraid of him than of any dragon. The learned have advised us that bacteria are found entombed in the fossils which come from the coal measures and even older strata. When we try to think of time in matters of this sort, figures become a mere flourish, and we may leave the men of science to arrange among themselves their discrepancies of thousands or millions of years. But until the other day it was supposed that the bacteria entombed in the fossils were all satisfactorily dead. Now a French savant, Dr. Galippe, has announced that he has found microbes in amber, which, on the application of the proper methods, restore the apparently fossilised, become very much alive and kicking. Hitherto the oldest bacteria on earth could not claim to be much older than the Pyramids. From the tombs and temples of ancient Egypt microbes have already been collected and resuscitated, but the microbe which hid his bit in the plaques of Moses or worked the yeast for Pharaoh's baker must be a mere baby of a few thousand years compared with Dr. Galippe's little friends out of amber. The estimated age of the particular piece of amber we are not told, but we may assume that its inmates were born in a world which had never seen man. They give us a text for a new sermon on the vanity of human things. We are mere butterflies compared with the microbes of the amber, creatures of a day or of an hour. Our Victorian ancestors used to meditate on the immemorial antiquity of the mummy, but a mummy is a mere baby beside the little creatures in Dr. Galippe's laboratory, and they are still active. Our men of science argue about the thousands of years which must be assigned to the ape-man of Java or the Pit-down skull, but the microbes saw the ape-man come in and go out, and we suppose are ready to assist at our own obsequies. Imaginative people have sometimes sought to depict the ultimate doom of the human race and the desolation of the world. The microbes, we may be sure, will be in at the death, and it will be an odd commentary on our history if some of them are the same creatures who were here at the start.

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EASTERN & AUSTRALIAN SAILINGS (South)

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KATORI MARU (Calling Manila)	Friday, 25th June, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

SADO MARU	Friday, 28th May, at Noon.
KITANO MARU	Friday, 11th June, at Noon.

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TOYOOKA MARU	Friday, 11th June.
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KAMARURA MARU	Friday, 28th May.
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MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU	Wednesday, 26th May, at 11 a.m.
TANGO MARU	Wednesday, 23rd June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroto, San Francisco, Panama & Colon.

LIMA MARU	Monday, 24th May.
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SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU	Beginning of July.
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BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU	Wednesday, 26th May.
BOMBAY MARU	Wednesday, 23rd June.

CALCUTTA & RANGOON via Singapore & Penang.

SANUKI MARU	Tuesday, 25th May.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	Friday, 28th June, at 11 a.m.
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SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU	Thursday, 3rd June, at 11 a.m.
AVA MARU	Thursday, 3rd June.
SHINZU MARU	Saturday, 5th June.

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San Francisco via Shanghai, Japan &c.	Siberia Maru	Toyo Kisen Kaisha	On 13th June.
San Francisco via Shanghai, Japan &c.	Equador	Pacific Mail S.S. Co.	On 14th July.
San Francisco via Shanghai, Japan &c.	Nile	Pacific Mail S.S. Co.	On 15th June.
San Francisco via Shanghai, Japan &c.	Nanking	China Mail S.S. Co., Ltd.	On 15th June.
San Francisco via Shanghai, Japan &c.	Crosskeys	China Mail S.S. Co., Ltd.	On 2nd June.
Seattle, Tacoma, Victoria & Vancouver	Africa Maru	Osaka Shosen Kaisha	On 10th June.
Victoria, Vancouver, Seattle & Tacoma	Fushimi Maru	Nippon Yusen Kaisha	On 18th June, at 11 a.m.
Yokohama, Kobe & Seattle via Etah, &c.	Empress of Asia	Canadian O.S. Ltd.	On 2nd June.
Yokohama via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	On 28th May.
Shanghai, Kobe & Yokohama	Kamo Maru	Nippon Yusen Kaisha	On 3rd June, at 11 a.m.
Australian Ports via Japan	Aki Maru	Nippon Yusen Kaisha	On 26th May, at 11 a.m.
Australian Ports via Japan	Syrio Maru	Toyo Kisen Kaisha	On 26th May, at 11 a.m.
Marseilles, London & Antwerp	Kovara	P. & O. B.I. & A.L.	On 12th July.
Portland	Montague	The Admiral Line	On 27th May.
New York via Panama	Bolton Castle	Dodwell & Co., Ltd.	On 27th May.
Nagasaki, Kobe & Yokohama	Nikko Maru	Nippon Yusen Kaisha	On 25th June, at 11 a.m.
Shanghai and Japan	Karmala	P. & O. B.I. & A.L.	On 2nd June.
Amoy, Shanghai and Peking	Ichang	Butterfield & Swire	On 25th May, at 3 p.m.
Shanghai and Tientsin	Chusan	Butterfield & Swire	On 25th May, at 4 p.m.
Calcutta via Straits & Rangoon	Sauki Maru	Nippon Yusen Kaisha	On 25th May.
Singapore, Penang & Belawan-Deli	Yao Waerwijk	Java-China-Japan Lijn	On 15th June.
Keelung via Swatow and Amoy	Amakusa Maru	Osaka Shosen Kaisha	On 1st June.
Saigon, Bangkok & Singapore	Umasa Maru	Osaka Shosen Kaisha	On 15th May 9 p.m.
Swatow, Amoy & Peking	Halleong	Streiters and Dixon, Ltd.	On 1st June.
San Francisco Direct	West Hindoo	West Hindoo	On 2nd June.
Bombay & Colombo	Indus Maru	Osaka Shosen Kaisha	On 18th June.
London and Antwerp	Bayre Maru	Osaka Shosen Kaisha	On 18th June.
London via Suez, Pank & Cbo &c.	Sado Maru	Nippon Yusen Kaisha	On 25th May, at Noon.
Mauritius, Delagoa Bay, Durban	Panama Maru	Osaka Shosen Kaisha	On 25th May.
Marseilles, London & Antwerp	Dela	P. & O. B.I. & A.L.	On 5th June.
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MONDAY, MAY 24, 1930.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

CANADIAN BUDGET.

Ottawa, May 19th.
In introducing the Budget, the Finance Minister proposed a tax on luxuries, also an increase in the Excise Duties on beer and non-sparking wines by 30 cents per gallon, on spirits by \$2.00 on sparkling wine by \$3.00; also an increase in the taxation of motor-cars; while he proposed to place 1 per cent tax on the sales of many essential articles, besides increasing the income-tax.

INCREASE IN IMPORTS.

Washington, May 20th.
Senator Houston has asked the Senate to increase the appropriations for the Customs Service by \$1,500,000 on account of the unexpected increase in imports. He added that the tonnage collection during the year will probably show an increase of 12,000,000.

COUNTY CRICKET.

London, May 20th.
Lancashire beat Derby by an innings and 100 runs.

FOURNIER ACQUITTED.

Paris, May 19th.
At a court-martial Fournier and others have been acquitted.

POLAND'S WAR.

Warsaw, May 19th.
A *communiqué* states that the enemy continues to concentrate forces on the front along the suburbs of Kielce. South of the Dvina, after a long struggle under the pressure of enemy forces, we have fallen back to a new line of defence.

A Bolshevik wireless is sweeping advance. It states that on May 15th, in the Polesie region the Reds on a 30-mile front broke through. The Polish retreat was panicky. The Reds further occupied Lepel and forced ahead to Berezina in the direction of Borisov.

London, May 20th.
In the House of Commons, Mr. Bonar Law explained the attitude of the British Government towards Russia and Poland, and said that the Government disclaimed any desire to make war upon Russia. He said that a small quantity of ammunition had been given to Poland as an ally, but Poland had been informed that Britain would not take the responsibility of advancing peace or war—according to the opinion of the British Government was against war.

Mr. Lloyd George supported the statements of Mr. Bonar Law. He said the Cabinet had informed the Polish Foreign Minister that Britain did not desire to give Poland the slightest encouragement to pursue the policy of war, because if she did she would incur responsibilities which she could not discharge.

Mr. Lloyd George made it clear that the principal difficulty was that the Polish Army had advanced far beyond the neutral boundaries, but if Poland made a real attempt for an equitable peace, and the Bolsheviks refused, Britain would be bound to assist Poland.

In addition to this, the Supreme Council had expressed its opinion at the same time, namely, February. It was made plain that Britain was sick of war, and the one thing she desired was peace.

On the other hand, after the defeat of Denikin, the Bolshevik Army on the Polish frontier had increased by more than 30 per cent. The Poles had asserted that they had strong indications that unless they were given enough, the Bolsheviks would overrun them, and asked what the position of Britain would be if they were told that the Poles must not attack the Bolsheviks and the latter overrun Poland.

Referring to the League of Nations suggestion, he said that the Government was of the opinion that the League should only take action when it could be effective. It was impossible for the League to interfere successfully in the present case.

REFUGEES FROM RUSSIA.

London, May 20th.
In the House of Commons, replying to Baron de Forrester, Mr. Cecil Harcourt said a Government Committee was being established presided over by Lord Emmott, and including Mr. J. W. Bruce, Sir Hume Williams and Sir Ryland Adkins, to collect statements from British refugees recently returned from Russia for publication.

AMERICA AND PEACE.

Washington, May 20th.
The Republican leaders in the House of Representatives have agreed to accept the Senate's resolution declaring the state of war with Germany and Austria ended.

WOMEN VOTERS.

New York, May 20th.
Thirty delegates have sailed for Europe to attend the conference at Geneva which is expected to organize a World League of Women Voters.

REVOLVER FIGHT.

New York, May 20th.
A message from Motown, West Virginia, states that a dispute between a detective and a coalminer resulted in a revolver fight. Seven detectives and a miner boy were killed. The Mayor and another man were seriously injured.

THE BRITISH EMPIRE.

London, May 20th.
The Lord Mayor of Bristol presided over a function there which official representatives of the Dominions attended, for the purpose of presenting a series of flags in acknowledgement of the kindness and hospitality extended to the wounded and sick soldiers in war time.

Sir Edward Peley, the Canadian High Commissioner, presented a Canadian flag. Sir Thomas Mackenzie, the High Commissioner for New Zealand, a flag of that Dominion.

Colonel Helbert, the High Commissioner of the Union of South Africa, presented a flag.

Mr. Robert Bush, on behalf of General Birdwood, commanding the Australian Imperial Forces, presented a flag.

Sir Thomas Mackenzie said that they were thankful for helping the mother-country but they remembered what the mother-country did for the Dominions in earlier days in expending blood and treasure.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

GERMANY AND THE TREATY.

London, May 20th.
In the House of Commons, replying to Mr. Bonar Law, Mr. Lloyd George said that the British Government had always recognized the special hardship endured by France, but it was not willing to say that the initial payments should go to France. He said that the British Government would be utterly unfair not only to our own people but also to the Dominions, who had borne such a heavy charge. The special claims of France had been recognized by the laying down of a definite proportion, namely, for every five pounds Britain received France would receive eleven. If the German Government came to Spa with the intention and desire of carrying out the Treaty, then by the method proposed there was a better hope than by any other that reasonable conditions would be imposed.

HYTHE DECISIONS.

Paris, May 19th.
A Havas message says:—In connection with the Hythe decisions, a semi-official Note issued in Paris yesterday says that France gained an important advantage. Her war debts to England of 15,000 million francs gold shall be paid only as payments are received from Germany. Furthermore, Germany's payments in specie will in no way affect material restrictions. As regard France's share of German debt amounting to 22,000 millions francs gold. It is estimated that this sum will cover the cost of reparations in the devastated regions and the capital represented by the payment of pensions.

GERMANY'S ECONOMIC SITUATION.

Berlin, May 19th.
The Imperial Finance Minister, Herr Wirth, in a speech at Dusseldorf, fore-shadowed the formation of a Trust comprising all the great industrial organizations in Germany with a view to obtaining foreign credits. State-owned concerns are still running at a loss. The Government will be obliged to transfer them to foreign corporations in order to obtain further credits abroad.

REPARATIONS COMMISSION.

Paris, May 19th.
M. Poincaré has resigned from the Reparations Commission on the ground that the recent conversations at Lyons will end by relieving the Commission of the most difficult part of its task.

M. Merle, in accepting the resignation, nevertheless considers that the Commission will lose nothing of its importance or scope. M. Daillet, ex-Minister of Commerce, succeeds M. Poincaré as a member of the French Delegation.

LEAGUE OF NATIONS.

Geneva, May 20th.
The Council of the League of Nations discussed the arrangements giving effect to the provision of the Covenant for an advisory commission, and also arranged a method for the publication of treaties to prevent secret diplomacy.

The Council has addressed a special invitation to the United States to be represented at the international financial conference at Brussels which would deal with the reparations and the war debts of each State presenting a full report of its finance and trade.

WAR CRIMINALS.

Berlin, May 19th.
The war criminals have been summoned to appear before the Supreme Court at Leipzig between June 7th and June 20th.

INDIAN MILL STRIKE.

Ahmedabad, May 19th.
The end of the cotton mill strike is in sight. The arbitrators have agreed and the final terms are expected to be made public. Work is to be resumed tomorrow.

EXCHANGE.

Hongkong, May 21, 1930.
On London—
Bank Wire ... 4-3
On demand ... 4-3
30 days sight ... 4-3
4 months sight ... 4-3
Credit 4 months sight ... 4-3
Documentary 4 months sight 4-3
On Paris—
On demand ... 1180
Credit 4 months sight ... 1180
On New York—
On demand ... 81
Credit 30 days sight ... 83
On Bombay—
Wire ... 202
On demand ... 202
On Calcutta—
On demand ... 202
On Singapore—
On demand ... 184
On Manila—
On demand ... 169
On Shanghai—
On demand ... 169
30 days sight (private paper) ... 169
On Yokohama—
On demand ... 169
Gold Loan, 100 fine (per oz.) ... 31.80
Silver (per oz.) ... \$4.60
Silver (per oz.) ... \$4.60

SUMMARY CLOS.

Hongkong 50 cents sub. ... 1/10
Chinese coins ... 1/10
Bar Silver in Hongkong ... 132 p.m.
Chinese Copper Cash ... 52 p.m.
Rate, New Interest ... 72 p.m.
Chinese Sub. Coin ... 62 p.m.
Hongkong Sub. Coin ... 62 p.m.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

BANKS.

ASIA BANKING CORPORATION
HONGKONG.

TAKE ADVANTAGE of the High Rates of Exchange and open an interest bearing Gold Dollar or Sterling Account. Withdrawals may be made from such accounts in Local Currency if desired.

Certificates of Deposit issued in Gold Dollars, Sterling and Local Currency.

Letters of Credit issued.

We issue American Bankers Association and Guaranty Trust Company of New York Travellers' Checks, payable throughout the World.

HEAD OFFICE:

NEW YORK

Other Offices in the East:

SHANGHAI
PEKINGTIENTSIN
HANKOW
CHANGSHAMANILA
CANTONHONGKONG STOCK
EXCHANGE.

HONGKONG, 21st MAY, 1930

OFFICIAL QUOTATIONS

H.A.M.

London T. T. rate 4/3

Hongkong Bank ... \$335 ss.

Marine Insurance ... \$1445 ss.

North China Insurance ... \$1.160 ss.

Union Insurance ... \$190 ss.

Yangtze Insurance ... \$245 ss.

Far Eastern ... \$1.175 ss.

Fire Insurance ... \$1.135 ss.

China Fire Insurance ... \$300 ss.

Shanghai ... \$87 ss.

H. K. Steamboats ... \$25 ss.

Indo-China (Pref.) ... \$194 ss.

Do. (Ord.) ... \$194 ss.

Shanghai ... \$194 ss.

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THE CHINESE MERCHANTS
BANK, LTD.

HEAD OFFICE:

Alexandra Buildings, Chater Road.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

HONGKONG, January 3, 1930.

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BANKS.

HONGKONG & SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL ... \$18,000,000

RESERVE FUNDS ... \$2,500,000

STERLING ... \$33,000,000

RESERVE LIABILITY OF ... \$15,000,000

PROFITABLE ... \$15,000,000

COUNCIL OF DIRECTORS:

Hon. Mr. E. V. D. Farr—Chairman.

A. H. Campbell, Esq.,—Deputy Chairman.

P. H. Dodwell, Esq.,—Hon. Mr. J.

G. M. Edkins, Esq.,—Johnstone.

A. S. Gubbay, Esq.,—A. O. Lang, Esq.

Hon. Mr. P. H. W. L. Paton, Esq.

Hon. Mr. J. A. Plummer, Esq.

HONGKONG—N. J. STARR, Esq.

SHANGHAI—G. H. STITT, Esq.

LONDON BANKERS.

LONDON COUNTY AND WESTMINSTER AND

PARIS BANK LIMITED.

CURRENT ACCOUNTS opened in

LOCAL CURRENCY and FIXED

DEPOSITS received for one year or

shorter periods in Local Currency and

Sterling on terms which will be quoted

on application.

N. J. STARR,

Chief Manager.

Hongkong, May 17, 1930

HONGKONG SAVINGS BANK.

THE business of the above Bank is

conducted by the HONGKONG

AND SHANGHAI BANKING COR-

PORATION. Rates may be obtained on

application.

INTEREST on deposits is allowed on

the minimum monthly balances at 2 1/2

PER CENT. per annum.

For the Hongkong and Shanghai

Banking Corporation,

N. J. STARR,

Chief Manager.

Hongkong, May 14, 1930.

BANQUE INDUSTRIELLE DE

CHINE.

(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000

SUBSCRIBED CAPITAL ... F. 150,000,000

SHIPS DUE TO ARRIVE.

FROM EUROPE.

The s.s. HELENUS, due here May 24th and sails for Shanghai June 1st.
The s.s. TALTHYBIUS, due here June 1st and sails for Japan, June 3.
The s.s. PAK LING, due here June 3rd and sails for Japan via Shanghai June 5.
The s.s. AGAPENOR, due here June 4th and sails for Japan, June 5.
The s.s. ELFEYOR, due here June 14th and sails for Shanghai June 15.
The s.s. DEUCALION, due here June 18th and sails for Shanghai, June 19.
The s.s. THESEUS, due here June 24th and sails for Shanghai and Hankow June 25.
The s.s. LAOMEDON, due here June 28th and sails for Japan June 29.
The s.s. DEMODOKUS, due here June 27th and sails for Shanghai June 28.
The s.s. PYRRHUS, due here June 28th and sails for Shanghai June 29.
The s.s. ALCEUS, due here July 3rd and sails for Shanghai and Taku July 4.
The s.s. BELLEPHON, due here July 13th and sails for Japan July 14.
The s.s. NINGCHOW, due here July 15th and sails for Shanghai and Japan July 16.
The s.s. STEIGERWALD, due here July 25th and sails for Japan July 26.

FROM AMERICA.

The s.s. NANKING, left San Francisco, April 24th and is due here via Honolulu, Yokohama and Shanghai on May 25.
The s.s. SUIYO MARU, left San Francisco May 7th and is due here via Honolulu, Yokohama, Kobe, Nagasaki and Manila on June 2.
The s.s. ZEPHYRUS, leaves San Francisco May 1st and is due here via Honolulu, Japan, Shanghai and Manila, June 3.
The s.s. TYNDAREUS, leaves Seattle May 14th and is due here via Yokohama, Kobe and Manila, June 15.
The s.s. PERSIA MARU, leaves San Francisco May 26th and is due here via Honolulu, Yokohama, Kobe, and Nagasaki June 27.
The s.s. KOKKA MARU, leaves San Francisco June 8th and is due here via Honolulu, Yokohama, Kobe and Nagasaki July 5.
The s.s. COLUMBIA, leaves San Francisco May 29th and is due here via Honolulu, Japan, Shanghai and Manila, July 7.
The s.s. NILE, leaves San Francisco June 20th and is due here via Honolulu, Yokohama, Nagasaki and Shanghai July 17.
The s.s. INION, leaves Seattle June 24th and is due here via Yokohama, Kobe and Manila, July 23.
The s.s. TANTO MARU, leaves San Francisco June 20th and is due here via Honolulu, Yokohama, Kobe, Nagasaki and Manila Aug. 1.
The s.s. VENEZUELA, leaves San Francisco June 26th and is due here via Yokohama, Kobe, Shanghai and Manila on Aug. 4.
The s.s. PROTESILAUS, leaves Seattle July 11th and is due here via Yokohama, Kobe and Manila August 15.

FROM AUSTRALIA.

The s.s. ST. ALBANS, leaves Melbourne June 1st and is due here via Sydney, Brisbane, Townsville, Cairns, Thursday Island, Pandanus and Manila June 30.

FROM CANADA.

The s.s. MONTEAGLE, left Vancouver, April 30th, and is due here via Yokohama, Kobe, Nagasaki and Shanghai on May 25.
The s.s. EMPRESS OF ASIA, left Vancouver May 8th and is due here via Yokohama, Kobe, Nagasaki, Shanghai and Manila on May 27.
The s.s. EMPRESS OF RUSSIA, leaves Vancouver June 3rd and is due here via Yokohama, Kobe, Nagasaki, Shanghai and Manila on June 24.
The s.s. EMPRESS OF JAPAN, leaves Vancouver June 23rd and is due here via Yokohama, Kobe, Nagasaki and Shanghai on July 15.

FROM MANILA.

The s.s. TYNDAREUS, leaves Manila June 13th and is due here via Yokohama, Kobe and Shanghai, June 24.
The s.s. LION, leaves Manila July 28th and is due here July 31st, sailing for Seattle via Kobe and Yokohama, Aug. 8.

Health and Happiness.

There is no simpler or more natural remedy for the maintenance of good health and buoyant cheerfulness than the daily glass of water with a dash of

ENO'S FRUIT SALT

Sparkling, refreshing, cleansing—every glass of ENO's bubbles over with life, health and happiness.
SOLD THROUGHOUT THE WORLD.
Prepared only by J. C. ENO, Ltd., Fruit Salt Works, London, Eng.

The s.s. PROTESILAUS, leaves Manila August 11th and is due here Aug. 15th and sails for Seattle via Kobe and Yokohama August 25.
The s.s. TYNDAREUS, leaves Manila Sept. 9th and is due here Sept. 11th and sails for Seattle via Kobe and Yokohama Sept. 21.

FROM SINGAPORE.

The s.s. EURYMACHUS, leaves Singapore May 13th and is due here May 25th and sails for New York via Shanghai and the Panama Canal May 16.

FROM JAPAN.

The s.s. TAKADA, leaves Kobe May 18th and is due here May 24.
The s.s. EASTERN, leaves Kobe May 17th and is due here May 24th and leaves for Australia, via ports, on May 25.
The s.s. STENTOR, leaves Yokohama May 18th and is due here via Kobe May 24th and sails for London Amsterdam and Hamburg via Singapore, May 27.
The s.s. NOVAYA, leaves Yokohama May 17th and is due here via Japan ports and Shanghai May 27.
The s.s. KIDDERPORE, leaves Yokohama May 21st and is due here May 25th and leaves for Australia, via ports on May 30.
The s.s. ARRATON AFCAE, leaves Kobe May 28th and is due here June 1.
The s.s. NELEUS, leaves Yokohama May 22nd and is due here via Kobe and Shanghai June 7th and sails for London, Amsterdam and Hamburg via Singapore, June 8.
The s.s. JAPAN, leaves Kobe June 3rd and is due here June 9.
The s.s. NELLORE, leaves Yokohama June 2nd and is due here via Kobe and Shanghai June 9.
The s.s. HELENUS, leaves Yokohama June 19th and is due here via Kobe and Shanghai July 5, and sails for London, Amsterdam and Hamburg, via Singapore, July 6.
The s.s. TALTHYBIUS, leaves Yokohama June 18th and is due here via Kobe and Shanghai July 13.
The s.s. EURYMACHUS, leaves Yokohama June 18th and is due here via Kobe and Shanghai July 13.
The s.s. ST. ALBANS, leaves Kobe, July 15th and is due here via Moji July 19.
The s.s. PAK LING, leaves Yokohama July 17th and is due here via Kobe, July 18th, and sails for Liverpool via Singapore and Marseilles July 20.
The s.s. BELLEPHON, leaves Yokohama Aug. 1, is due here via Kobe and Shanghai Aug. 2nd, sails for Liverpool, via Manila, Singapore, Genoa and Marseilles August 24.
The s.s. IDOMENEUS, leaves Shanghai May 20, is due here May 24th and sails for Liverpool via Singapore and Havre May 25.
The s.s. HOWICK HALL, leaves Shanghai May 22nd, is due here May 26th and leaves for New York via Singapore and the Suez Canal May 27.
The s.s. ELIASIAS, leaves Shanghai May 27th and is due here May 31, and sails for London, Amsterdam and Antwerp, via Singapore, June 1.
The s.s. DELTA, leaves Shanghai June 1st and is due here June 4th and leaves for London via Singapore, Colombo and Marseilles June 6.

NOTICES.

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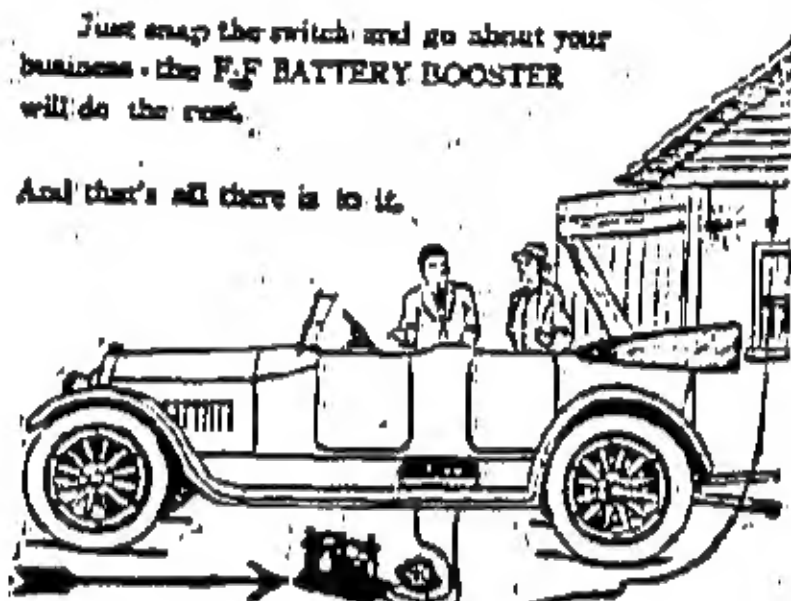
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STERILIZED
NATURAL
MILK

IT POURS
OUT OF THE TIN.

Packed by Neat's in Two Sizes.

$\frac{3}{4}$ PINT. $\frac{1}{4}$ PINT.

OBTAINABLE EVERYWHERE.



Have Your Batteries
always charged by
just inserting the plug for both Hongkong
& Kowloon Current.

UNION ENGINEERING CO., LTD.

York Buildings, Chater Road.

BATHING COSTUME

LADIES &

GENTS

High

At

Quality

Moderate

Goods

Prices.

THE WING ON CO., LTD.

HONGKONG EMPORIUM.

Phones 196 & 198.

Phones 196 & 198.

PHOTO SUPPLIES.

Cameras,
Camera Supplies,
Printing Paper,
Blank Photo Cards,

Printing,
Developing,
Enlarging,
Natural Colouring.

THE KWONG KWUI COMPANY

60, Queen's Road, Central.
Telephone No. 2170.

BUY YOUR STATIONERY FROM US.

We Keep the Finest
Stocks Complete.

PRICES MODERATE.

DER A. WING & CO.

Paper Merchants
Stationers, Printers & Bookbinders.
60, Des Voeux Road, CENTRAL.

POST OFFICE.

The Hongkong Postal Guide for 1920, may now be obtained at the G.P.O. at 50 cents per copy.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAIL.

MONDAY, May 24.
Straits—Per TSUSHIMA MARU.
Shanghai—Per SINKIANG.
Japan—Per SANUKI MARU.
SATURDAY, May 29.
Bombay—Per PORTLAND MARU.

OUTWARD MAIL.

TUESDAY, May 25.
Sandakan, Taku, Australia and New Zealand via Thursday Island—Per EASTERN, 11 a.m.
Swatow and Bangkok—Per CHIN, 10 a.m.
Swatow, Amoy and Foochow—Per HAI, 10 a.m.
Amoy and Straits—Per FOOSEING, 2 p.m.
Amoy, Shanghai and North China—Per JIANG, 2 p.m.
Philippine Islands, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.—Per PRO, 2 p.m.
Philippine Islands—Per TAMING, 2 p.m.

WEDNESDAY, May 26.
Swatow and Straits—Per KANCHOW, 9 a.m.
Philippine Islands, Australia, New Zealand via THURSDAY ISLAND—Per 2, 10 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhanushkodi, Egypt and EUROPE via SUEZ—Per STENTOR, Registration 9.15 a.m. Letters 10 a.m.
Wethaiwei, Chetoo and Tientsin—Per KUEICHO, 10 a.m.

Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.—Per EM, 10 a.m.
Philippine Islands, Sandakan, Australia and New Zealand via THURSDAY ISLAND—Per TAMING, Registration 9.15 a.m. Letters 10 a.m.

THURSDAY, May 27.
Philippine Islands, Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.—Per AFROA MARU, 10 a.m.
Shanghai and North China—Per SINKIANG, 10 a.m.

Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO—Per TANTO MARU, Registration 9.45 a.m. Letters 10.30 a.m.

FRIDAY, May 28.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt, and EUROPE via MARSEILLES—Per SADO MARU, Registration 9.45 a.m. Letters 10.30 a.m.

SATURDAY, May 29.
Shanghai and North China—Per CHENAN, 3 p.m.
TUESDAY, June 1.
Swatow, Amoy and Foochow—Per HAI, 10 a.m.

MOVEMENTS OF STEAMERS.

The C.P.O.S. Co's R.M.S. Empress of Russia arrived at Yokohama on the 14th May, left there on the 15th May and is due at Vancouver on the 24th May.

The N.Y.K. s.s. Trishima Maru (Liverpool Line) left Singapore for this port on the 14th May and is expected here on the 24th May.

The N.Y.K. s.s. Sanuki Maru (Calcutta Line) left Mombasa for this port direct on the 14th May and is expected here on the 24th May.

The N.Y.K. s.s. Portland Maru (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 24th May.

The G.P.O.S. Co's s.s. Malakka arrived at Karachi from Liverpool on the 19th May, leaves there about 27th May and is due at Colombo about May 31.

The N.Y.K. s.s. Asa Maru (Liverpool Line) left Glasgow for this port via Suez on the 23rd April and is expected here on the 4th June.

The N.Y.K. s.s. Shinai Maru (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.

The N.Y.K. s.s. Meichi Maru (Bombay Line) left Bombay for this port direct on the 14th May and is expected here on the 4th June.

The N.Y.K. s.s. Fumori Maru (Liverpool Line) left Glasgow for this port via Suez on the 23rd April and is expected here on the 4th June.

The N.Y.K. s.s. Iyo Maru (European Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N.Y.K. s.s. Durban Maru (Hamburg Line) left London for this port via Suez on the 8th May and is expected here on the 17th June.

The N.Y.K. s.s. Toyama Maru (Hamburg Line) left Antwerp for this port via Suez on the 16th May and is expected here on the 27th June.

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

ENTERTAINMENTS.

TO-DAY'S HOLIDAY
PROGRAMME AT
THE CORONET.

At 2.30 p.m.

"ALADDIN AND THE
WONDERFUL LAMP."

At 5.15 & 9.15 p.m.

BUSHMAN AND BAYNE

in their most delightful comedy

"A PAIR OF CUPIDS"

5 parts.

At 7.15 p.m.

"ELMO THE MIGHTY"

Episodes 7 & 8.

The public are requested to assist the management of the Coronet in keeping the theatre cool during the hot weather by not taking their seats until ten minutes before the commencement of the show and by smoking as little as possible.

TEL. 2511. HONGKONG THEATRE. TEL. 2511.

TO-NIGHT!

TO-NIGHT!

at 5.15 & 9.15 p.m.

JOE JACKSON

in an interesting comedy in 4 parts.

"A MODERN ENOCH ARDEN"

MABEL NORMAND

in

"BRIGHT LIGHTS"

TEL. K807 or TEL. K3. 48, Haiphong Road, Kowloon.
THE PALACE MOTOR CAR COMPANY,
KOWLOON.
STUDEBAKER, CADDALAC, BUICK, OVERLAND & HUDSON.
Best Cars for Hire and for Sale at reasonable rates.
Expert Drivers. Moderate Prices.
Apply to No. 14 Anton Street, or Telephone to No. 2838.

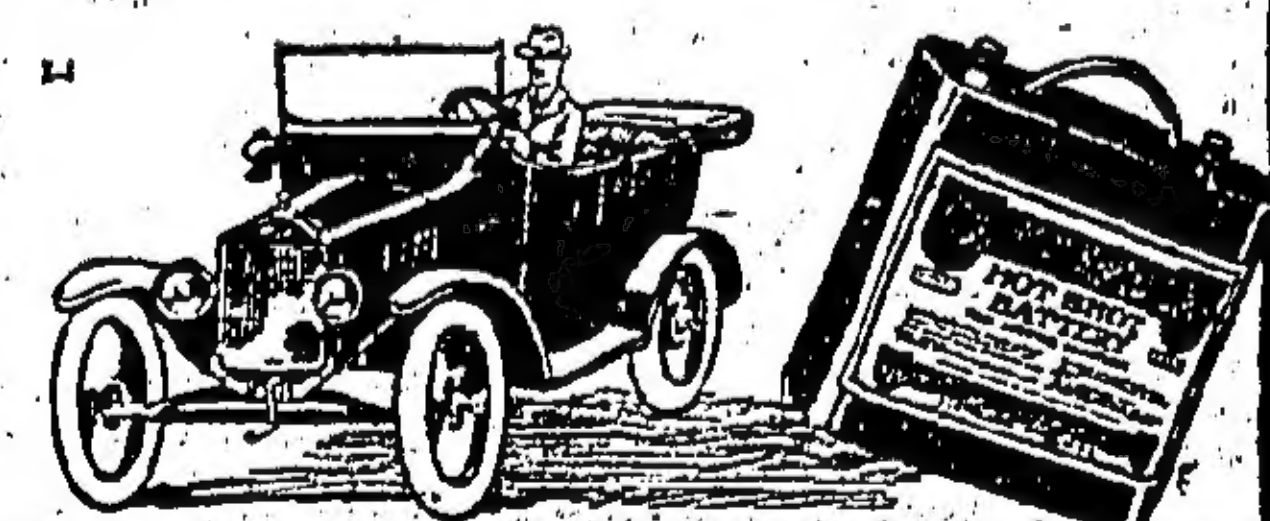
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Hot Shot Batteries

For Quick Starting Ignition for Fords

IT is only the work of a moment to fit a COLUMBIA HOT SHOT BATTERY under the seat of your Ford and make it ready for work. Just connect one binding post to the frame and the other to the induction coil and you will never have any trouble about starting your Ford. Ford owners all over the world have tested the COLUMBIA HOT SHOT BATTERY to their complete satisfaction. They appreciate having a battery in a single unit—having no trouble from loose or broken connections always experienced with individual batteries. And above all they appreciate the hot spark.

ANDERSEN, MEYER & CO.

P. O. Box 752. SHANGHAI.



A FLOATING TUNNEL

VIENNA ENGINEER'S IDEA.

A Vienna engineer named Jeansch, addressing the members of the Institution of Civil Engineers, suggested a floating tunnel for the English Channel, to consist of ferro-concrete tubes, and to be placed a few yards below the surface, where the currents are slight. The tunnel, it is suggested, could be held secure by cables to the bottom of the Channel, and be constructed in a year at a cost of about £9,000,000. It is contended that such a tunnel would have considerable advantages over an underground tunnel, which would be a more difficult and more costly enterprise. It is added that similar tunnels would be suitable for the Dardanelles and the Straits of Gibraltar.

"WALLA-WALLA" LAUNCHES,
Phone No. 3516.

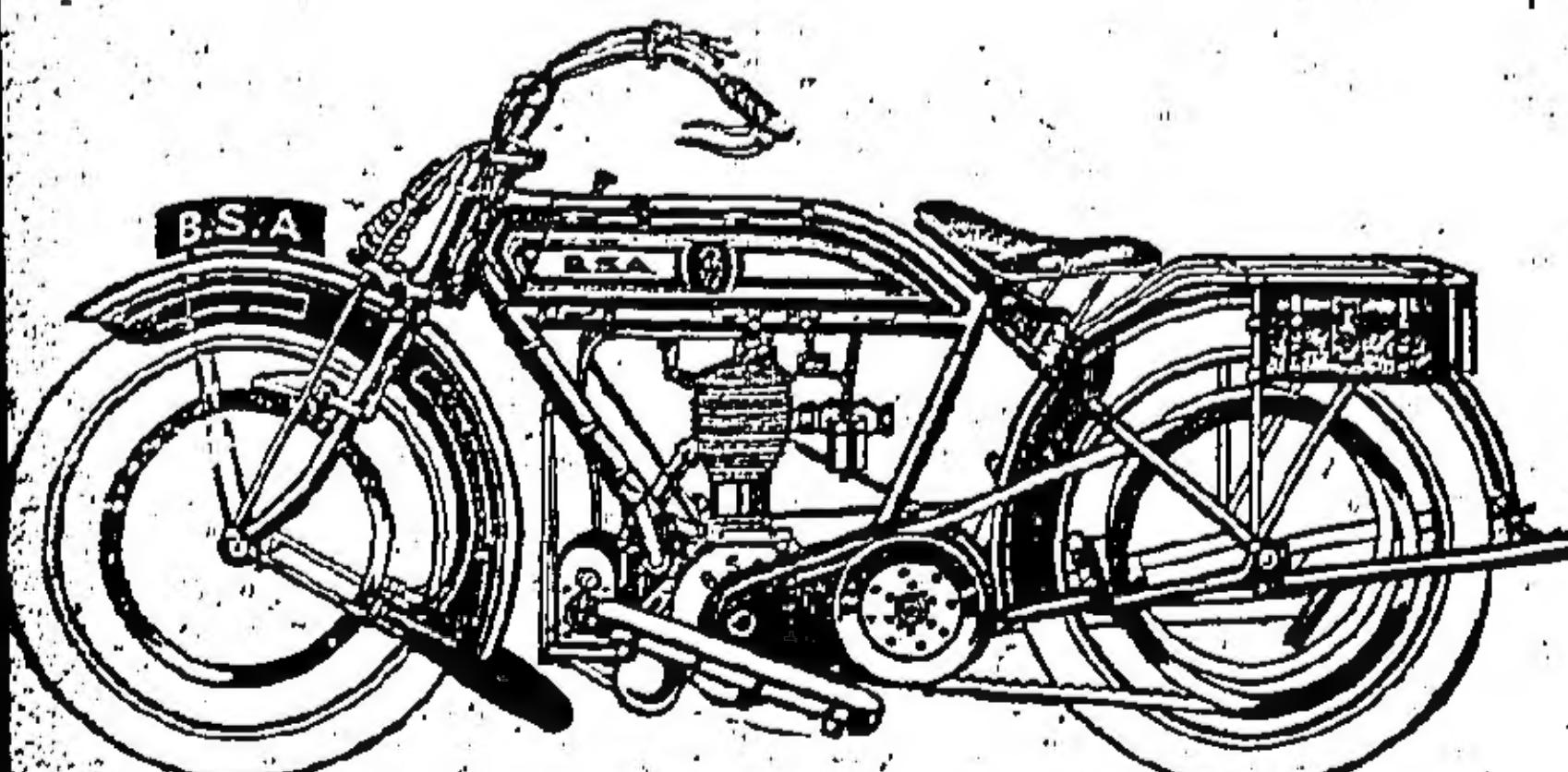
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B. S. A. MOTOR CYCLES are the
Best British Motorcycles.

Strong, Speedy and Serviceable.

Accept no other.

This is the 44 H.P. with Chain-cum belt drive.



Can also be had with all chain enclosed drive.

SOLE AGENTS:

WALTER FORD & COMPANY.